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TakingItEasy

Here are some bedroom-department facts about our furry and other friends. When the fruit fly Drosophila Lbifurca shoots its load, it takes three weeks to squirt out a sperm 18 1/2 times the size of its whole body (roughly the equivalent of a man ejaculating something the length of a blue whale). In an extraordinary show of jealousy, stick insects often keep screwing for 10 weeks so that he knows she can't cheat on him while he's straddling her. **The female chimp is a true floozy** with some having copulated with eight male monkeys in a mere quarter hour. And the dolphin will try to make it with eels, turtles, sharks, seals, and even "lucky" deep-sea divers. So if you're batting Zero, take a dive.

Here's one for you high-dollar drinkers. The World Bar in New York City, introduced **a $50 cocktail.** It's ingredients include: Remy XO, Pineau des Charentes, freshly pressed grapes, and a dash of liquid gold—whatever that is.

A man was arrested in possession of three homemade bombs, which he said **he carried around in case** he ran into al-Qaida terrorists. (In this case it wasn't better to err on the side of caution.)

The IRS has a telephone service, and over the years they've collected some strange questions from **confused taxpayers:**

- In Virginia they got a phone call from a taxpayer asking, "Is there any legal way I can cheat?"
- The Wichita IRS office received an angry phone call from a man who said, "I just got a letter from you all and I demand to know what it's all about." The IRS employee asked, "Would you read the letter to me, please?" The man said, "Wait a moment. I have to open it first."
- There's a general misunderstanding that burial expenses are always deductible. When one woman was advised that they were not, she said that if she had known that, she wouldn't have buried her husband.
- In Salt Lake City, a man called to ask if the cost of the clothes his wife wore to work were deductible. They told him no—some uniforms are deductible, but not regular work clothes—and he argued that if she didn't work, she wouldn't have to wear clothes.

A man walked nonchalantly into a mini-mart, walked past an officer, and **uninhibitedly placed a stash** of marijuana into the store's microwave oven because he needed to dry it out. Needless to say, they took him in.

In Mexico **escaping from prison** is not a crime (nor is running away from the police or lying about guilt) because Mexico respects the individual's "basic desire for freedom."

A woman led a group of cops on a high-speed chase. After she was caught, she said that she had been masturbating while they chased her at 120 miles per hour. She claimed that she suffered from **a "sexual speed fetish"** and told them that "I only orgasm when I smell the aroma of hot tires." (Hey baby, if you're reading this, head over to our offices, we'll do a burn out for ya!)

Here's the handy household hint of the month. We've all probably had problems with ants from time to time (I even had some try to get in my freezer a few years back, but as you can guess, they quickly froze). I'm told you can kill the **queen of an ant colony** by leaving out a small piece of apple. Her underlings will bring it to her, the fool will eat it, and the acid in the apple will destroy her digestive system. For whatever that's worth.

A **quote from George Carlin:** "Why do they lock gas station bathrooms? Are they afraid someone will clean them?"

Two guys saw some police officers involved with traffic stops and decided to pull over to ask if they could help. But **the first one was so drunk** that he backed into the patrol car while parking, and the second, also drunk, had such badly slurred speech that he couldn't be understood. Maybe helping cops is just a bad idea.

Here's a story from Germany. A man placed an Internet ad reading, "Gay male seeks hunks 18-30 to slaughter." He allegedly admitted being a cannibal and said that he froze parts of the victim's body for later meals (Yum!). Someone actually answered the ad and consented to castration. They both had dinner together (I'd rather not get into the entrée). The cannibal said that **he would never eat a woman** because "they are too important for the survival of mankind." Apparently they made a tape of the castration and dinner, and police investigators reportedly had to undergo psychiatric counseling after viewing the tape. Hopefully, you won't have to after reading this and letting your imagination run rampant. (Urk!)

Talk about **your crummy days.** He was hospitalized after accidentally setting himself on fire while trying to burn up his car for insurance.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 359 • MAY 2003

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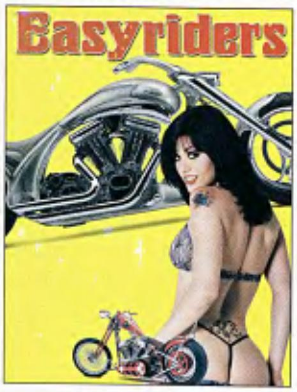

Jazzy Jesse shot by Bob Weston. Billy Lane chop shot by Michael Lichter. Cover bike by Eurocomponents. Special imaging by Bryan Ferguson.

The next liver-quiverin' issue goes on sale May 6th, 2003. **Printed in the USA.**

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WordMonger

Digs Don Loos

Just got finished reading the February issue of *Easyriders* (No. 356) and was totally blown away by the knucklehead chopper built by Don Loos on Page 8. I live in Columbus, Ohio. and understand that Don is in Cleves. I think I've found the builder of my next custom. How can I get a hold of Mr. Loos?

Sam Andrews
Columbus, Ohio

Give Donny a call at 513-353-1446.

Thanks and Oops

First, thanks for publishing my photo and my letter in your January '03 issue.

Just a couple of things: My Harley is an FLHTCI, not an FLHTCUI. And on the same page (Page 6), the very first letter, "The Last Day," (with the airplane and the 116th Bomb Wing) was not written by me. Just thought you should know, and I'm sure whoever wrote to you will also let you know.

John M. Bates
Montpelier, Vermont

We goofed – "The Last Day" was written by Sgt. Mike Hamilton at Robins Air Force Base in Georgia. Apologies to Sgt. Hamilton.

A Moral

First, thanks for a great mag. Just finished reading my December '02 issue and got real pisssed off at Billy Kennedy from Texas City, Texas ("Wordmonger"). What an anal-retentive moron. He has no understanding of American business. You (*Easyriders*) were right that a Harley dealer can charge what the market will bear. The better the riding weather, the higher the price because that market offers more riding time, and the dealers will therefore be able to sell more motorcycles. How many motorcycles are sold when the weather is 12 degrees with a wind chill factor of whopping minus 10 degrees?

Chosa's Harley-Davidson in Mesa, Arizona, just sold me my first Harley (2002 Heritage Softail) and I paid only MSRP plus freight and set up. Chosa's sells all their bikes at MSRP and doesn't tag on extra. Another dealer in Arizona adds $1,000 to each bike. So, it pays to shop around.

The moral to this story, Billy, is shop around and ask riders where they bought their ride. Okay, go enjoy your rice-wine-burning scoot and then rub the green off your face as a proud group of Harley riders pass you.

Phil Schonig
Higley, Arizona

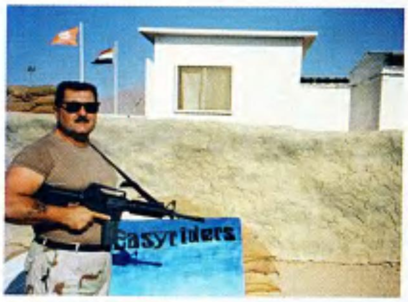
A Soldier's Story

I'm a 45-year-old soldier serving proudly in the Middle East. Upon my two deployments I sold my Harleys not knowing if I would return. With American V-twins so expensive now, I'll probably never own one again.

It tears me up every day knowing that, but there's one thing that has made it easy on me and that's reading *Easyriders*. I have them special shipped to me even though it takes three weeks or more to get there. I just wanted you to know that you bring big smiles to a very sad face.

Thanks for everything. Here are a couple of photos if you'd like to print them, that would be cool!

Cpl. David M. Crawford
Gold Hill, Oregon



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Billy Lane's *VQ* Auction Bike

Billy Lane of Choppers Inc. has a lot on his plate these days. He's building a Camel bike for this year's Camel Roadhouse, he's building a chopper for a new Discovery Channel TV show and he also built a bike for *Easyriders*, which was auctioned off at the *VQ* Biker's Ball during Daytona Bike Week. As we go to press, Bike Week hasn't happened yet and the *VQ* Bike is in raw sheet metal. Even in its rough form you can see that Billy has done it again! Look for a complete bike feature on the *VQ* Bike in an upcoming issue of *Easyriders*. *—Ed.*

FROM EUROCOMPONENTS

simply THE BEST

There's really not much to see here," declares Lorenzo Da Madice, owner and founder of Eurocomponents in Daytona Beach, Florida. "There's a lot to look at, but not much to see."

Lorenzo's right. The motorcycle he's describing, the one seen here and the one that appears so simple, is anything but. It takes a long, close look to see why. Under the surgically clean surface and beneath these beautifully blended lines, well hidden in the details, is a scoot like few others. Here's a motorcycle that, besides being an undeniable show winner and a piece of rolling sculpture, is also a completely rideable and reliable street bike (it uses a stock H-D Twin Cam 88 for power), and at the same time it's a veritable rolling catalog of the truly high-tech. That's quite a combination, but is it "Simply The Best?"

You decide.

Lorenzo Da Madice, the initiator of this project, is a native of Verona, Italy, and a

graduate of the University of Milan. Eurocomponents, his 6-year-old venture, has fast become the U.S. gateway for all manner of wonderfully crafted Euro-parts for Harleys. Lorenzo imports parts from Italy, Germany, France, the Netherlands, Switzerland, and Sweden. Recently, a number of products designed by Lorenzo and manufactured right here in the U.S., to Eurocomponents' specs, have also been added. All told, Eurocomponents offers more than 1,000 different bits, everything from swingarms to signal lights, hand and foot controls to gas tanks and fenders. There are exhaust systems, wheels, brakes, and much, much more. It all fills a very impressive catalog. Unabashedly high-end hardware (a new Eurocomponents foot-control set, for instance, will set you back upwards of $3,000), the parts are magnificent, and well they should be. At present, there are roughly a dozen separate European manufacturers supplying Lorenzo, manufacturers that also supply Ferrari, Porsche, BMW, selected Formula One race teams, and even the Swiss railroad. And the materials being used in all these parts, we're told, "are definitely the best available." So are the means used to make them. "All of these companies have great manufacturing capabilities," Lorenzo notes, 3-D machining, for example, a process offering some of the most beautifully rounded edges seen anywhere.

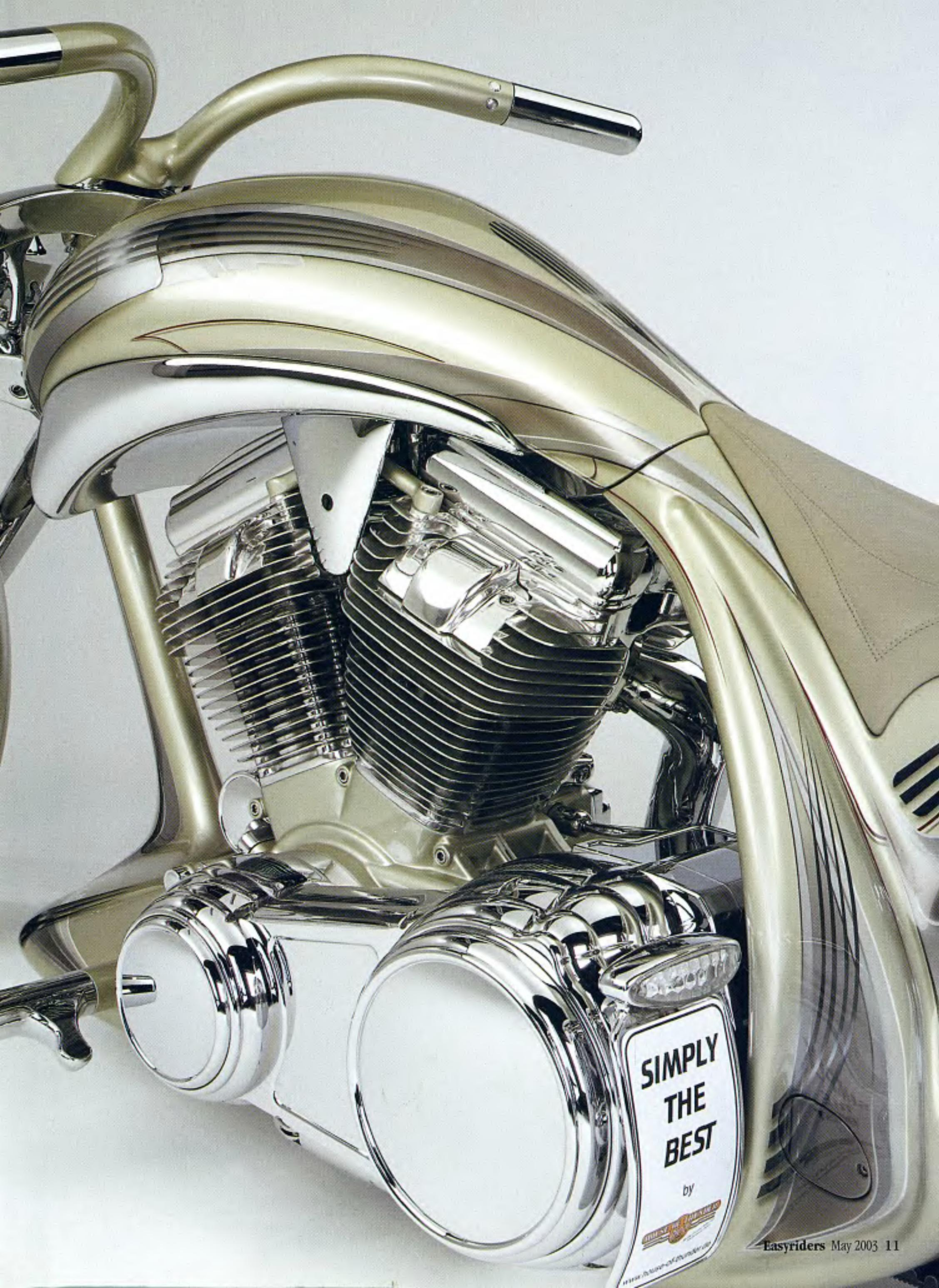
And some of it's seen here. This motorcycle is the third show bike commissioned by Eurocomponents, each built to display the best of Europe and Eurocomponents. This time Lorenzo gave the job to House Of Thunder, an obviously inspired shop in Lubeck, Germany. Turned the job over literally, because Lorenzo allowed Eric and Jorg Vauth, the guiding forces at House Of Thunder, to design and construct pretty much what they pleased. "I never like to give a builder a lot of input," explains Lorenzo. "When you do that you begin to limit him, limiting his style and imagination, and every builder has his own style." Obviously, Lorenzo's talking about *good* builders here, builders with taste, talent, and experience. "When you let someone like that be free to do what he wants, let him express himself, the end result will always be so much better." Looking at this creation, that's a build-philosophy hard to dispute.

Of course Lorenzo requested that Eric and Jorg use some of the parts listed in the Eurocomponents catalog; business is business, and this motorcycle represented a $130,000 investment. "But I didn't want to end up with just a showcase bike using nothing but parts from our catalog. You see that done too often, and usually the end result is not so very special." What Lorenzo wanted was something very, very different, of course using some Eurocomponents parts, but not necessarily everything in the book. First and foremost, the hope was to build a sleek, swoopy, modern, futuristic, knock-out motorcycle.

Eric and Jorg came through. In addition to the Eurocomponents fork and headlight assembly, the Eurocomponents wheels (made by the same company that supplies Porsche and BMW, incidentally), and the Eurocomponents composite brakes (60% lighter than steel, able to dissipate heat 3 1/2 times faster than steel, stronger than steel; a technology straight from Formula One racing), the two Germans incorporated many of their own designs and ideas, too. Many of them. The frame, single-sided swingarm, and all the sheet metal is House Of Thunder. So is the electromagnetic air shifting system.

Notice the lack of levers on the handlebars? An electromagnetic control system, working exactly like the systems in a Formula One race car and as seen in the newest, high-end sports cars from BMW, Porsche, and Ferrari, has replaced all that. Shifting here is via two small buttons on the right-side grip, one for up-shifting, one for downshifting. On the clutch side, that lever has been replaced with a twist grip controlling a tiny master cylinder mounted inside the handlebar. The brakes are operated with heel-actuated foot controls; the lever on the left works the front brake, the lever on the right controls the rear.

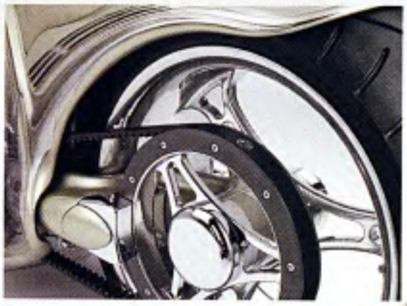
"See what can happen when you turn a good builder loose?" All of this wizardry, custom work defining the term high-tech, came from the House Of Thunder. Another German artist, Kruse, painted the completed motorcycle in the most subtle shade of champagne, a color almost not there, and because of that the perfect finish. The paint doesn't at all distract from the flowing, rounded lines of the bike—and the Eurocomponents parts on it. Understandably, at its Bike Week 2002 debut this motorcycle won the Rat's Hole show, and was also honored at the Harley-Davidson show inside the Ocean Center, entered there by virtue of its engine, that completely stock Twin Cam 88. Also understandably, the bike was quickly sold during Bike Week; a well-heeled German businessman with interests worldwide discovered one


SIMPLY
THE
BEST
by

more. Right now the motorcycle is back in Germany. Eric and Jorg are using it to promote their House Of Thunder. But it will soon return to Florida, and undoubtedly be displayed at shows all across the country. Make it a point to see this one in person, given the chance.

Examine it closely. Just remember, "there's really not much to see here, but there's a lot to look at!" *—Joe Kress*

To see more from Eurocomponents, log onto www.eurocomponentsusa.com or call 386-274-5729.



Owner: ....Eurocomponents
City: ..Daytona Beach, Florida

General
Fabrication: House Of Thunder
Year and make: ..2002 Special Construction
Model: ....Simply The Best
Assembly: ..House Of Thunder
Time: ....2 years

Engine
Year and model: ......2002 H-D
Rebuilder: ..House Of Thunder
Ignition: ....Harley-Davidson
Displacement: 88 cubic inches
Lower end: ....Harley-Davidson
Balancing: ....factory
Pistons: ....Harley-Davidson
Cases: ....Harley-Davidson
Heads: ....Harley-Davidson
Cam: ....Harley-Davidson
Lifters: ....stock
Carb(s):........Keihin / House Of Thunder
Air Cleaner: ....House Of Thunder
Pipes: ....House Of Thunder

Transmission
Year: 2002
Shifting:..........electromagnetic push button
Engine sprocket: ....H-D
Trans sprocket: ....H-D
Wheel sprocket: ....
Eurocomponents, 66-tooth

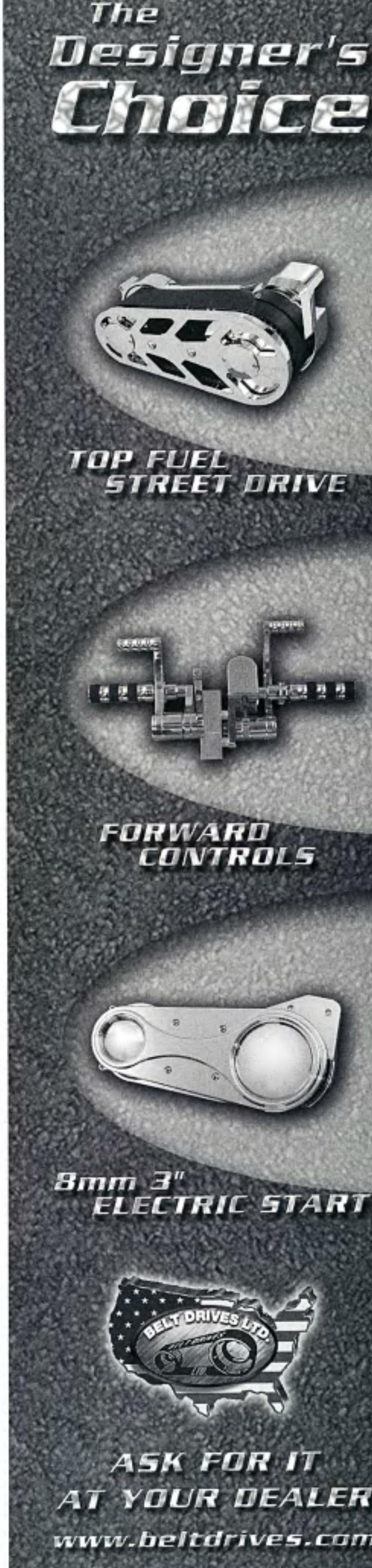
Paint
Molding: ....House Of Thunder
Painter: ....Kruse
Color/type: ....champagne, custom mix

Frame
Year: 2002
Builder: ......House Of Thunder
Type: single downtube, single-sided swingarm
Rake: ....42 degrees
Stretch: 4-inches

Accessories
Bars: ....House Of Thunder
Risers: ....House Of Thunder
Fender(s): ..House Of Thunder
Headlight: ....Eurocomponents
Taillight: ....Eurocomponents
Pegs:..........House Of Thunder
Electrics: ....House Of Thunder
Gas tank: ..House Of Thunder
Oil tank:......House Of Thunder
Oil system: ....H-D
Primary cover: ....H-D
Seat: ....House Of Thunder
Grips: ....House Of Thunder

Forks
Type: ....custom tapered
Builder: ....Eurocomponents

Wheels
Type: ....Eurocomponents
Tires: ....18-inch Metzeler
Brakes: ....Eurocomponents
Photos: ....supplied by Eurocomponents



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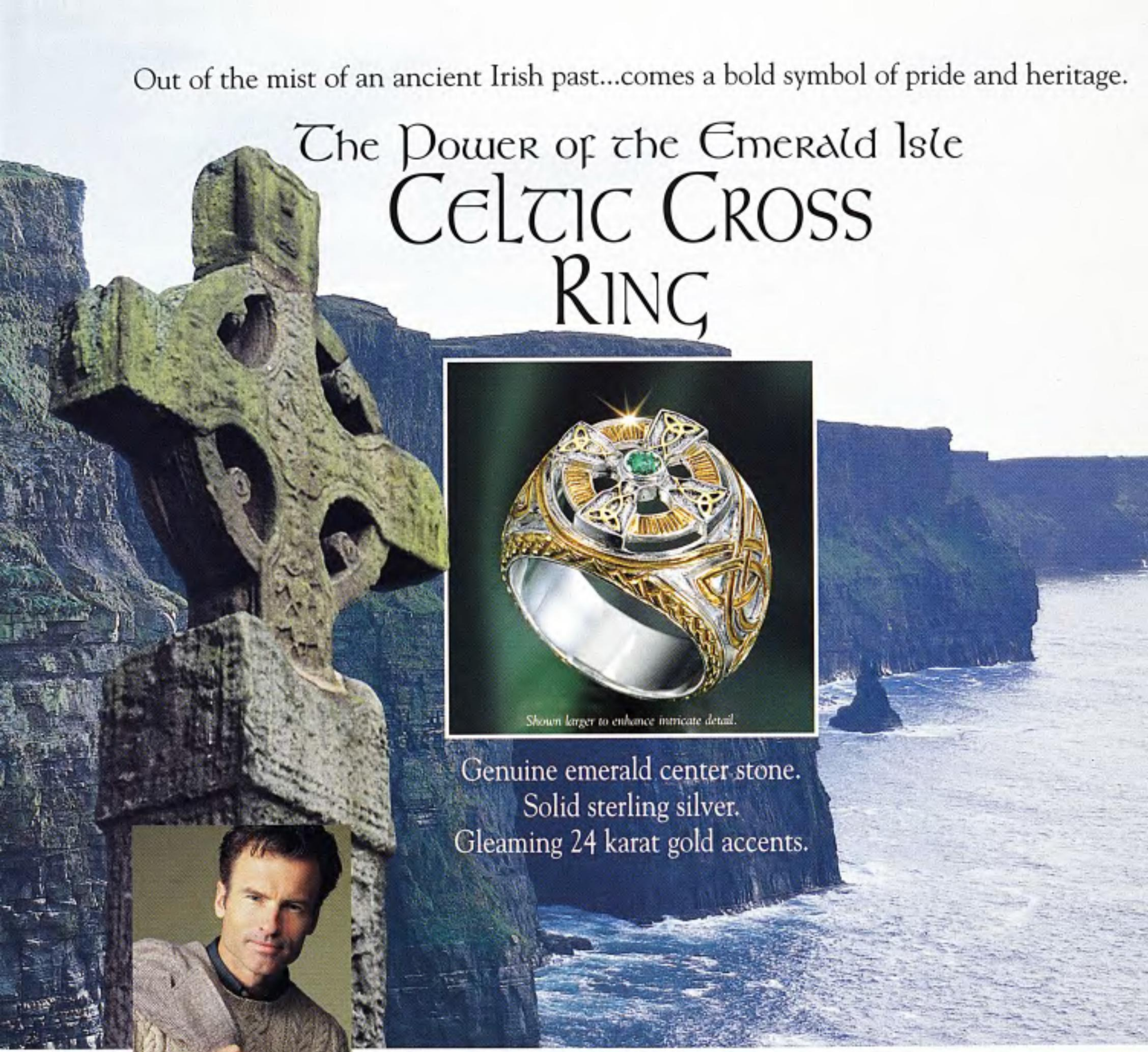
THUNDER 2K2



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For more details see Page 43, where these cases are also featured in our "Go fast Guide", or call Sputhe at 510-268-0887 or log on to www.sputhe.com for more information about their product line.

Air Suspension For FL Applications

Independent Cycle Inc., maker of the original award-winning Legend Air Suspension for Softails, just released the first and only air spring suspension for Harley-Davidson FL model bikes. Legend Air Suspension uses the Gates Rubber Company's patented Kevlar Air Spring technology to give this suspension an unequalled ride quality with fade free dampening and no bottoming out under any load condition.

A solenoid valve on the compressor allows for easy, on-the-go single switch operation in seconds. You can raise the bike for comfort and clearance or lower it for reduced seat height and a low, cool look. CNC machined from 6061-T6 billet aluminum, the kit comes complete with on-board air compressor, a redesigned rocker mount that houses the air-pressure gauge (Evo and Twin Cam) and all necessary mounting hardware. It's now available in a chrome finish and fits 85-03 models FL, FLHT, FLHR, and FLTR.

For more information, contact Independent Cycle Inc., by phone at 605-737-4200, or visit their new Web site at www.legend-airride.com

Staggered Mean Mothers For Softails

SuperTrapp's new staggered Mean Mother drag pipes were engineered to fit Harley-Davidson 1990-2003 FLST/FXST Softail models. These Mean Mothers include all the quality, technology and distinctive looks that have vaulted the drag pipe line to legendary status. They feature chrome-plated 2.5-inch diameter pipes with the header pipes being double-walled to resist bluing from front to rear. A straight-through design ensures unrestricted exhaust flow and peak performance while the 1.75-inch inner pipe steps up to 2.25 inches for increased performance.

The Staggered Mean Mothers are assembled, welded and ready to install, so there's no need for assembling heat shields using brackets or springs. All Mean Mother pipes come with stock end caps, but three optional chrome-plated end caps and a baffle are also available. The new SuperTrapp staggered Mean Mothers are available exclusively through Drag Specialties/ Parts Unlimited. For more information, contact SuperTrapp at 216-265-8400, or see your Drag Specialties/ Parts Unlimited representative.

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WILSON COUNTY FAIRGROUNDS
(I-264 to Hwy 301 South)

JULY 25, 26, 27, 2003
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BUTLER FAIRGROUNDS
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FOWLERVILLE FAIRGROUNDS
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MISBEHAVIN'

With any luck, you may have witnessed the building of this bike on your television. That's right, Billy Lane and his compadres at Choppers Inc., are part of the Discovery Channel's *Great American Biker Build-Off*. This is the red bobber chop-job that beat Roger Bourget's custom bike in the show seen all over the country.

Originally this bike was built for a friend named Ruskin in Miami. "It all started with a tattoo a friend of ours has, and it says 'misbehavin' on it," is how Billy explains the turn of events. "So Ruskin decided he wanted to have a

and in public, too...

bike with that name built and have the pin-up theme going on the tank, which it does. He actually showed me a bike built by West Coast Choppers that had the rake and stuff he wanted."

So Billy had just gotten started on the frame when Discovery knocked on his door to ask if he would be interested in building a bike for their show. Billy then decided to use the bike he was working on as his entry for the *Biker Build-Off* to sort of kill two birds with one stone, as he so eloquently put it. His pal Ruskin wasn't exactly disappointed. "So we ended up making this bike a lot nicer than we had originally planned, just because we were doing it for Discovery," Billy says. "We ended up chrome plating the frame and doing the ball-milling on it, and we did the gas tank cut-outs and all that neat stuff that people really like."

Ruskin made out pretty well, don't you think? Particularly if you consider that Billy actually paid for the chrome-plated frame, which doesn't come cheap. He did get a break with the 88-inch RevTech motor, though, which was donated by Custom Chrome for the specific purpose of doing the TV show. "We have a very good working relationship with Custom Chrome," Billy adds.

He had the seat made by Paul Cox in New York, because "Paul's the best," and had Scott Takes come down from Iowa for the airbrushing job. "I met him at Bike Week, and he really liked what we do and showed me his work. So I asked him if he wanted to paint this bike."

Lots of things on Misbehavin' are one-offs, and in particular, it's the pipes, gas tank, handlebars, and back fender with sissy bar that were made by hand, while Billy acquired the 6-inch-over springer front end "for about a $100 or so at a swap meet," he says. "They're either Denver's or AEE from the '70s."

The only drawback of the whole experience, according to Billy, was the time pressure due to the fact that the folks at Discovery Channel wanted Billy to literally build the bike in front of the cameras. "We basically built it in three weeks," Billy says, "because they would come here about four, five days at a time, and they did four filming segments with us. We did a few things without them being there, though."

Billy rode the bike to Sturgis last year where it turned many a head. Since this bike was the winner of *The Great Biker Build-off Part One*, Billy is already building another custom chopper, this time going up against master builder Dave Perewitz in (you guessed it) *The Great Biker Build-off Part II*. The plan is for the two builders and a bunch of friends to ride to the Easyriders Bike Show in Dallas, where a People's Choice vote will determine who will go on to Part III of the TV series. It's all coming right into your livingroom soon on The Discovery Channel. Check your local listings for dates and times.

—Red Baron

Owner: Choppers Inc.
City: Melbourne, Florida

General
Fabrication: Billy, Nick, Warren
Year and make: 2002 H-D
Model: Chopper
Assembly: Billy and Nick
Time: 3 months
Chroming: Spacecoast Plating

Engine
Year and model: 2002 RevTech
Rebuilder: n/a
Ignition: Crane HI-4
Displacement: 88 cubic inches
Lower end: RevTech
Balancing: RevTech
Pistons: RevTech S
Cases: RevTech
Heads: RevTech
Cam: RevTech
Lifters: RevTech
Carb(s): Mikuni 45
Air cleaner: Carl's Speed Shop
Pipes: Choppers Inc.
Mufflers: none

Transmission
Year: 2002
Modifications: none
Shifting: foot
Engine sprocket: small
Trans sprocket: medium
Wheel sprocket: large

Paint
Molding: Joe Richardson/Scott Talle
Painter: Joe Richardson/Scott Talle
Color: red
Type: House of Kolor
Special paint: graphics

Frame
Year: 2002
Builder: Diamond
Type: rigid
Rake: 39 degrees
Stretch: 2 inches
Modifications: ball-milled

Accessories
Bars: titty bars
Handlebar controls: PM
Risers: none
Fender(s): Jesse James
Headlight: Ness
Taillight: Choppers Inc./Lucky 7
Speedo: wind
Dash: none
Front pegs: Choppers Inc.
Rear pegs: none
Electrics: Spyke
Gas tank: Choppers Inc.
Oil tank: Diamond
Oil system: RevTech
Primary cover: BDL
Seat: Paul Cox, NYC
Mirrors: 9-Ball
Grips: Choppers Inc.

Forks
Type: springer
Extension: 6 over
Builder: Denver's
Modifications: none

Wheels

Front
Size: 18-inch
Hub: Kennedy
Rim width: 2.5 inches
Tire: Avon
Brake: OMP

Rear
Size: 18-inch
Hub: Kennedy
Rim width: 5.5 inches
Tire: Avon
Brake: OMP

Photos: Michael Lichter

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Happenings

ALABAMA

Alabama State HOG Rally
Date: Apr. 24-26
Place: Mobile
Info: 251-433-8633
www.alstatehogrally.com

Gulf Coast Trike-In
Date: Apr. 25-27
Place: Mobile
Info: 251-751-1120
www.btw-trikers.org

ALASKA

Bill Fenderson Spring Run
Date: May 3
Place: Chatanika
www.abateofalaska.net

Memorial Day Run
Date: May 24-26
Place: Olnes Pond
www.abateofalaska.net

ARIZONA

Arizona Bike Week
Date: Apr. 4-13
Place: Phoenix/Scottsdale
Info: 602-997-6107

Yuma Prison Run
Date: May 2-4
Place: Yuma
Info: 714-990-4847

ARKANSAS

Annual FCTC Prison Rodeo
Date: Apr. 18-20
Place: Pine Bluff Prison
Info: 870-777-7528

R.T. Easter Egg Hunt
Date: Apr. 20
Place: Gators, N Little Rock
Info: 501-329-3118

Rock Riders Annual Bikers Easter Service
Date: Apr. 20
Place: North Little Rock
Info: 501-316-0362

Wild Pigs Razorback Rally
Date: Apr. 25-27
Place: London
Info: 479-968-3232

Wild Hog Motorcycle Bash
Date: Apr. 25-27
Place: Helena
Info: 870-572-3408

Next of Kin Poker Run
Date: Apr. 26
Place: Millcreek Camp
Info: 501-796-7070

CMA Spring Poker Run
Date: Apr. 27
Place: District 4
Info: 479-443-4268

Poker Run for Mid South Blind Camp
Date: May 4
Place: Hot Springs
Info: 870-794-2898

Drags and Poker Run
Date: May 10
Place: ABATE District 10
Info: 870-777-8678

Main Event
Date: May 16-18
Place: Fayetteville
Info: 479-443-4268

South Arkansas BTW Chapter Spring Run
Date: May 16-18
Place: El Dorado
Info: 870-864-8068

Rolling Thunder Ride for Freedom
Date: May 21-26
Place: North Little Rock
Info: 501-329-3118

Backwoods Boogie
Date: May 23-26
Place: CMA District 12
Info: 501-337-4733

Relay for Life
Date: May 30
Place: Pine Bluff
Info: 870-879-5661

Annual BTW Pig Trail
Date: May 30-Jun. 1
Place: Huntsville
Info: 870-446-5624

ABATE Bike Show
Date: Jun. 1
Place: Springdale Rodeo Grounds
Info: 479-443-4268

ABATE Bug/Poker Run.
Date: Jun. 7
Place: Batesville
Info: 870-850-7988

CALIFORNIA

Viet Nam Vets MC Vung Tau Spring Run
Date: April 14
Place: Camarillo Grove County Park
Info: 818-363-5907

West Coast Trike-In
Date: Apr. 25
Place: Riverland Resort, Kingsburg
Info: 510-317-8220
www.btw-trikers.org

Fallen Rider Run
Date: Apr. 26
Place: Lee's Honda
Info: 530-222-8123

Annual Pacific Coast Dream Machines
Date: Apr. 27
Place: Half Moon Bay Airport
Info: 650-726-2328;
www.miramarevents.com

Cycle Show and Swap Meet
Date: Apr. 27
Place: Long Beach Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

Blessing of the Bikes
Date: May 4
Place: Cooks Corner, Trabuco Canyon
Info: 714-538-3108

Ride for Kids
Date: May 18
Place: Torrance
Info: 800-253-6530
www.ride4kids.org

Long Beach Cycle Show and Swap Meet
Date: May 25
Place: Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

West Coast Thunder Ride
Date: May 26
Place: Skip Fordyce Center, Riverside
Info: 909-789-1995
westcoastthunder.com

Rip's B.A.D. Ride
Date: Jun. 8
Place: Oak Canyon Park, Orange
Info: 800-828-8293 ext. 7446
www.ripsbadride.com

COLORADO

Loop For Lupus Poker Run
Date: May 4
Place: T-Bar Inn, Wellington
www.ridersforjustice.com

Pledge Run
Date: May 17
Place: ABATE 11
Info: 719-395-0360

Rocky Mt. Nitro Nationals
Date: Jun. 14-15
Place: Bandimere Speedway, Morrison
Info: 719-487-8005;
www.pro-promotions.com

Miracle Ride of the Rockies
Date: Jun. 15
Place: Bandimere Speedway, Morrison
Info: 719-487-8005;
www.pro-promotions.com

FLORIDA

Rally In Tally
Date: Apr. 10-13
Place: Tallahassee
Info: 800-765-5456 x400
www.rallyintally.com

Emerald Coast Bikefest
Date: Apr. 25-27
Place: Emerald Coast Dragway, Holt
Info: 850-537-7223
www.emeraldcoast bikefest.com

Mayport Bike Fest
Date: May 9-11
Place: Mayport
Info: 904-210-9348
www.mayportbikefest.com

GEORGIA

Easyriders Bike Show
Date: Apr. 12
Place: Savannah Intl Convention Center
Info: 800-962-9857;
www.easyriders.com

Gator Swamp Pig Pickin
Date: May 23-26
Place: ABATE 15, Waynesville
Info: 912-638-9421

Grove Fest Rally & Poker Run
Date: May 23-25
Place: Cleveland
Info: 800-863-6833
vacationman@alltel.net

IDAHO

Awareness Rally
Date: May 3
Place: Sandy Point Park
Info: 208-939-4415

ILLINOIS

Walneck's Motorcycle Swap Meet & Show
Date: Apr. 27
Place: Woodstock
Info: 630-985-2097

Walneck's Motorcycle Swap Meet & Show
Date: May 18
Place: St. Charles
Info: 630-985-2097

Springfield TT Springfield Mile
Date: May 25
Place: Illinois State Fairgrounds, Springfield
Info: 217-753-8866

Walneck's Motorcycle Swap Meet & Show
Date: Jun. 1
Place: Sandwich
Info: 630-985-2097

HogRock River Rally
Date: Jun. 5-8
Place: Cave-In-Rock
Info: 866-HOGROCK
www.hogrock.com

INDIANA

Spring Thaw
Date: Apr. 19
Place: English
Info: 812-849-2892

IOWA

Annual Hog Wild Rodeo
Date: May 16-17
Place: Conesville
Info: 515-299-4636
www.circleofpridemc.com

KANSAS

Annual Field Events
Date: Jun. 13-15
Place: ABATE 11, Atchison
Info: 913-651-7425

LOUISIANA

Bayou Brigade
Date: Apr. 12
Place: Lutcher
Info: 800-345-6644
www.laso.org

Louisiana Bike Expo
Date: May 2-4
Place: New Orleans
Info: 877-991-7433
louisianabikeexpo.com

MARYLAND

Blessing of the Bikes
Date: Apr. 13
Place: St. Mary's County Chapter ABATE
Info: 301-884-0267

Anne Arundel Chapter Easter Egg Poker Run
Date: Apr. 19
Place: Brewster's Saloon, Glen Burnie
Info: 410-935-7187;
www.abate-of-maryland.org

Spring Bike Show
Date: May 4
Place: Big Pipe Creek Park, Taneytown
Info: 800-843-0252
www.abate-of-maryland.org

ABATE of MD State Party
Date: Jun. 6-8
Place: Allegany County Fairgrounds, Cumberland
Info: 800-843-0252
www.abate-of-maryland.org

MICHIGAN

Walneck's Motorcycle Swap Meet & Show
Date: May 4
Place: Monroe
Info: 630-985-2097

MISSISSIPPI

Gulfport Blowout
Date: May 23-26
Place: Gulfport Dragway
Info: 228-392-1801
www.harleyblowout.com

MISSOURI

Annual Swap Meet
Date: Apr. 27
Place: Shadow Rock Park, Forsyth
Info: 417-334-0775

Branson Motorcycle Rally
Date: May 15-18
Place: Branson
Info: 800-342-6230
www.bransonmotorcycle rally.com

Vintage M/C Swap Meet
Date: May 17
Place: Leatherworks Unlimited, Branson
Info: 417-334-0775

NEBRASKA

Nebraska State HOG Rally
Date: May 23-25
Place: Columbus
Info: 402-564-5498
www.nestatehogrally.com

NEVADA

Laughlin River Run
Date: Apr. 24-27
Place: Laughlin
Info: 800-357-8223
www.laughlinriverrun.com

Annual Run-a-Mucca
Date: May 23-26
Place: Winnemucca
Info: 775-623-5071;
www.runamucca.com

NEW HAMPSHIRE

Laconia Bike Week
Date: Jun. 7-15
Place: Weir's Beach
Info: 603-366-2000
www.laconiamcweek.com

NEW MEXICO

AspenCash M/C Rally
Date: May 15-18
Place: Riudoso
Info: 505-258-3947;
www.motorcyclerally.com

Annual Red River Run
Date: May 23-26
Place: Red River
Info: 800-348-6444
www.redrivernewmex.com

NEW YORK

Food Bank of WNY Run
Date: Apr. 26
Place: Lakeview Landmark, Buffalo
Info: 716-627-2883
www.foodbankwny.org

Americade
Date: Jun. 2-7
Place: Lake George
Info: 518-798-7888
www.tourexpo.com

NORTH CAROLINA

Cherokee Choppers Bike Rally and Swap Meet
Date: Apr. 25-27
Place: Cherokee
Info: 828-497-2779
cherokeechoppers.net

NORTH DAKOTA

FM Crusaders Bike Show
Date: Apr. 11-13
Place: Ramada Plaza Suites
Info 701-237-4766

OHIO

Annual Benefit Run
Date: May 18
Place: Carlton, H-D, Mantua
Info: 800-633-6997

Annual Crazy Fred Memorial Celebration
Date: Jun. 7
Place: VNVMC, Headliners, Toledo
Info: 419-334-4424

OKLAHOMA

Annual Spavinaw Run
Date: Apr. 26-27
Place: Spavinaw Park
Info: 918-253-8770
www.btw-trikers.org

Monday War Memorial Run
Date: May 26
Place: ABATE, Okla City
Info: 405-936-RIDE

OREGON

ABATE Swap Meet
Date: Apr. 13
Place: Roseburg
Info: 503-285-4329

Washington County Poker Run
Date: May 17
Place: ABATE, Hillsboro
Info: 503-648-1877

Willamette Valley Rhody Fest Run
Date: May 17
Place: Eugene
Info: 541-688-4268

ABATE Fossil Run
Date: May 23-26
Place: Fossil
Info: 503-285-4329
www.abateoforegon.org

Roll and Ride
Date: Jun. 7
Place: ABATE Washington County, Hillsboro
Info: 503-648-1877

Poker Run
Date: Jun. 14
Place: ABATE SE Portland
Info: 503-760-9015

PENNSYLVANIA

Leather & Lace MC Poker Run
Date: Apr. 26
Place: Emmaus
Info: 484-951-2614

Poker Run.
Date: Apr. 27
Place: State College
Info: 814-364-1340

SOUTH CAROLINA

Spring Diaper Run
Date: Apr. 12
Place: Greenville County ABATE
Info: 864-244-7899

Heritage Motorcycle Rally
Date: Apr. 16-20
Place: Ladson
Info: 843-767-4258
www.heritagemotorcycle rally.com

Myrtle Beach Spring Motorcycle Rally
Date: May 9-18
Place: Myrtle Beach
Info: www.myrtlebeach bikeweek.com

TEXAS

River City Bike Fest
Date: Apr. 12-13
Place: San Antonio
Info: 866-331-BIKE
www.rivercitybikefest.com

Annual Crawfish Boil
Date: Apr. 12
Place: Mom's Original Biker Bar, Longview
Info: 903-236-9132

Annual West Texas Thunder Run
Date: Apr. 17-20
Place: Alpine
Info: 915-349-1556
www.westtexas thunderrun.org

Dawgs on Hawgs
Date: Apr. 23-27
Place: Somerville
Info: www.dawgs onhawgs.org

Rumble In The Crater
Date: Apr. 25-27
Place: Rose Amphitheatre, Henderson
Info: 903-898-2933
www.cratercraze.com

Piney Woods Biker Blowout IV
Date: Apr. 25-27
Place: Canton
Info: 214-808-7936
www.bikerblowout.com

Annual Run To The Border
Date: May 2-4
Place: Barnett H-D, El Paso
Info: 727-375-8281
www.borderrun.com

Biker Fun Weekend
Date: May 3-4
Place: Nacogdoches
Info: 936-462-8839

Thunder Over Texas
Date: May 8-10
Place: Justin
Info: 817-297-3155

Texas State H.O.G. Rally
Date: May 15-17
Place: Tyler
Info: 903-534-9149;
www.txstatehogrally.com

Ride To The Heights
Date: May 18
Place: Houston.
Info: 832-435-2733;
www.cruzintocure.com

Rep. of Texas Bike Rally
Date: May 30-Jun. 1
Place: Austin
Info: 972-866-8363
www.rotrally.com

Ironhorse Classic MC Rally and Swap Meet
Date: Jun. 6-8
Place: Tyler
Info: 903-962-7987

Texas Star B Q
Date: Jun. 6-7
Place: Holiday Inn, Waco
Info: 830-253-8086;
www.texasstarbq.org

UTAH

Bike Blessing
Date: Apr. 13
Place: ABATE, Lakeside Plaza
Info: www.abateofutah.org

Make A Wish Ride
Date: May 4
Place: SLC Chapter ABATE
Info: www.abateofutah.org

Lost Rider Ride
Date: May 16-18
Place: Davis Chapter ABATE
Info: www.abateofutah.org

Butch Cassidy Run
Date: May 24-25
Place: Northern Chapter ABATE
Info: www.abateofutah.org

Ride Em In Bike Show
Date: May 31
Place: Central Chapter ABATE
Info: www.abateofutah.org

Exhibition In Iron
Date: Jun. 15
Place: SLC Chapter ABATE
Info: www.abateofutah.org

VIRGINIA

Cycle Expo
Date: Apr. 14-16
Place: The Show Place, Richmond
Info: 804-741-8677;
www.excalevents.com

Virginia State H.O.G. Rally
Date: May 22-24
Place: Fairfax
Info: 804-266-8533
www.vastatehogrally.com

WASHINGTON

Annual Mississippi Charlie Memorial Party
Date: Apr. 13
Place: Royal Bear Tavern, Algona
Info: 206-314-3893

WASHINGTON D.C.

Rolling Thunder 16
Date: May 25-26
Place: Vietnam Veterans Memorial
Info: 908-369-5439
www.rollingthunder1.com

WISCONSIN

Bike Show & Swap Meet
Date: Apr. 26
Place: Monroe County Fairgrounds, Tomah
Info: www.abatewis.org

Swap Meet
Date: Apr. 27
Place: Dane County Expo Center
Info: 715-453-8532

Annual MASH Blood Drive
Date: May 4
Place: Neenah
Info: 920-722-6518

Annual NCOM Convention
Date: May 8-10
Place: Milwaukee
Info: NCOM, 800-525-5355

WYOMING

Freedom Rally
Date: May 23-26
Place: Evanston
Info: 800-357-2220

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: (818) 889-1252; www.easyriders.com

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Billet Side Mount Radius Vertical License/LED Taillight $122.95 ea.
Tilt Down License Plate Mount for FLT & Road King® $10.95 ea.
Spyke Starter Motors Big Twin '89/'93 $288.95 Polished $338.95 Chrome
Fenders $21.95 and up
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Shack Of Shame

Ohio's Chump-State Senator Rich Finan

The Ohio State Buckeyes are the National Champs of college football but the Ohio Senate last year was the home of a National Chump. State Senator Richard Finan, from the 7th District that includes part of the Cincinnati area showed his true colors in the final hours of the 124th Session of the Ohio State Legislature.

Senator, now-Mr. Finan (he did not run for re-election) was the Senate majority leader controlling the floor calendar. When HB 259, the veterans' plates for motorcyclists bill was presented out of the Senate Highway and Transportation Committee for passage, Sen. Finan would not bring it out to the floor for a vote, thereby, killing the bill. One of the responses Finan made to a constituent and an officer of ABATE was: "I'm not coming back next session or running for any office so it doesn't matter. Besides, nobody is going to be upset about this anyway."

The veterans' plates bill was similar to other legislation around the country that basically allowed veterans in Ohio to purchase a vet plate for their motorcycle, which is available for cars, trucks and RVs. Unlike other specialty plates in Ohio, which charge an additional fee, part of which goes to the special interest group represented by the plate, the motorcycle vet plate charges went straight to the state. No outside group has anything to benefit, only the state of Ohio would have gained from the plate being offered and in a time when states are on the lookout for anything that brings money into their coffers. This bill was a win-win situation.

Shame on you Finan, ever little bit helps. ABATE of Ohio wants everyone to know, including you Finan, that motorcyclists are watching and we are going to tell the story of how veterans don't matter. Should Finan ever decide to run for dogcatcher or any other public office we are going to be there to make sure every voter within earshot knows the ex-Senator's opinion of veterans.

—Steve Zimmer, Executive Director, ABATE of Ohio Inc.

Easyriders/J&P Cycle/Paul Yaffe Bike Winner

CONGRATULATIONS TO WINNER ED MUSZINSKI!

On December 20, 2002, Ed Muszinski received the call that he was the winner of the 2002 J&P Cycles/Easyriders/Paul Yaffe/CCI Sweepstakes Chopper Bike. Merry Christmas Ed! Papers were signed and plans were quickly made for Ed to make the trip from his home in Tinley Park, Illinois (just south of Chicago), to J&P Cycles.

"I am so glad to finally be here picking up the bike," Ed said when he arrived at J&P on January 16 to claim his motorcycle. "I have had several sleepless nights since Easyriders first called me. I just couldn't believe I had actually won. The first week or so I kept waking up and remembering I had won, and it just did not seem real."

Ed was in the process of deciding whether to simply update the Harley shovelhead he has had for several years or to start building a new bike. In fact he was thinking about a new bike project when he sent in his card for the sweepstakes. He signed up through his *Easyriders* subscription. "I remember having a good feeling about this one," Ed said of his winning entry. "But I still can't believe I really won."

Photo: provided by J&P Cycle

Ed is a longtime customer of both J&P Cycles and *Easyriders* magazine. He has been a subscriber of *Easyriders* since the '70s and still has almost every issue of *Easyriders* he has ever received. "I think I am only missing four or five," he said of his collection.

Ed has also been ordering from J&P Cycles for several years. "You guys are great! I always get my parts from you in just a few days and your customer service is always good." Grinning from ear to ear, Ed continued, "You really didn't have to give me a motorcycle to keep me coming back—but I'll take it!"

After filling out the paperwork and getting pictures taken, Ed was ready to load up the motorcycle and head for home. We congratulate Ed and hope he enjoys his prize for years to come.

J&P Cycles and *Easyriders* would like to say a special thanks to Custom Chrome Inc. and the Paul Yaffe crew for their involvement in this year's project. Everyone at J&P Cycles will miss the candy red Yaffe Chopper brightening their showroom, a spokesperson said, "as we arrive at work each day. But don't worry, we have already started thinking about the 2003 Build-A-Bike." Look for it next year in the J&P Cycles Express and *Easyriders* Magazine! *—Neo*

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Coast to Coast

Biker News

COMMENT PERIOD PASSES ON EPA EMISSIONS... WHAT'S NEXT? With the deadline for public comment passed, the federal Environmental Protection Agency is expected to release their final emissions regulations for street motorcycles, but can bikers do more than just wait and see what the EPA has in store for us?

Contacting your congressman and U.S. senator to let them know your feelings about the stringent standards should be your first priority, if you value your right to ride. While you're at it, send a copy of your letter or memo of your phone call to Christie Todd Whitman, EPA Administrator, at 1200 Pennsylvania Ave. NW, Washington, D.C. 20460, so that the agency is well aware of motorcyclists' concerns over their pending rules.

"It's not so much what the EPA standards do that concern us most as consumers," lectured Bill Bish at a recent NCOM (National Coalition of Motorcyclists) regional meeting in Ohio, "It's what they potentially open the door to that could sound a death knell for motorcycle enthusiasts."

In-use emissions testing, roadside inspections, stricter enforcement of anti-tampering regulations, bans on equipment modifications that alter emissions, end-of-life mandatory recycling, and decertification of aftermarket products could have a chilling effect on the motorcycle industry and effectively create a monopoly controlled by the marquee manufacturers.

"You don't see automobile dealers doing performance work on cars anymore because they know that the EPA can slap them with heavy fines for tampering with emissions systems, so how long before the feds start clamping down on performance modifications to our motorcycles, holding both the dealer and consumer responsible for altering emissions output?" Bish asked the crowd in Columbus during a seminar hosted by NCOM and A.I.M. attorney Ralph Buss.

If we could no longer modify or customize our motorcycles, or have access to aftermarket performance parts, an entire market could come crashing down, and who in the motorcycle industry wouldn't be affected by that?

HELMET LAWS AGAIN? Ever since bikers came together across the country to successfully repeal the national helmet law in 1995, there have been no real helmet law threats in any of the freedom-of-choice states, while five states have succeeded in repealing mandatory helmet laws beginning with Arkansas in 1997. Texas, Kentucky, Louisiana and, most recently, Florida have followed suit, making 30 free-choice states and only 20 requiring helmets for all riders.

However, for the first time in nearly eight years, motorcycle rights organizations will be on the defensive and must gear up for helmet-law battles in their state legislatures. Two of the five states that recently won their freedom of choice, Arkansas (HB1024) and Louisiana (HB41), will have helmet bills introduced this session and will have to fight to maintain their hard-earned rights. Louisiana legislators received a list of proposals from the state insurance commissioner aimed at stabilizing rising insurance costs, and "mandatory motorcycle helmet laws" was among the suggestions.

"Here we go again," said Dan "Spotman" Spotten, an assistant state coordinator for ABATE of Iowa, where a local television station is prompting the state legislature to pass a helmet mandate.

"We knew the good times wouldn't last forever and it looks like the party's over," said Richard Paulkner, legislative director of the Connecticut Motorcycle Riders Association (CMRA), referring to an internal legislative proposal from the Connecticut Department of Health proposing a mandatory helmet law for all motorcycle riders. "It's time to start composing those hand-written letters to your state representative and state senator," instructs Paulkner. "Remember, be polite and do not try to be an expert unless you are one. Share your personal experiences and state your beliefs, but do not make claims you cannot prove if asked to do so."

Keep your ear to the ground, and your pencils sharpened!

—Bill Bish, NCOM

Disturbing Peace?

Stupidity In Arizona

The town officials of Carefree, Arizona (located just north of Phoenix) have a major attitude problem. They've adopted ordinance 2002-14, revising the town code to prohibit "Noise of such a character, intensity or duration as to be detrimental to the life, health or well-being of any individual, or to unreasonable disturb the peace and quiet of a neighborhood, family or person."

In their never ending quest to benefit all mankind, their proposed ordinance specifically outlines motor vehicles, including motorcycles, in the arbitrary criteria for enforcement and levy of fines starting at $175 up to $2,500 with 180 days of imprisonment. Excuse me folks (and correct me if I'm wrong), but if anyone needs to be fined or in jail, it's the town officials of Carefree for even coming up with this stupidity. Nuff said.

—Twiggy

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Commentary

Social Burden

The story is beginning to get tiresome. Matter of fact, we got bored with it a long time ago. It's the same old crap about bikers being a "financial burden" on the public exchequer when they have mishaps that require hospitalization.

I don't know about everyone's situation concerning any accidents they might have had, but in my own experience I was certainly no burden on anyone. The first incident that put me in the hospital and required following therapy was paid for by my own medical insurance from my employer. The lawsuit against the cage-driver gave me enough for a trip to Europe and to have my house painted. My next contretemps of consequence occurred after I was 65 years of age, and Medicare picked up the tab. Social burden? I don't think so.

The point of the story is that many, perhaps even the majority of motorcyclists carry their own insurance, and despite what so-called "statistics" say, it's a fact that injured cage drivers are more of a social burden than motorcyclists. A study made in Washington State that aimed at proving the irresponsibility of bikers actually demonstrated that motorcyclists are at least as likely as other members of society to pay their own bills from health insurance, or out of their own pockets.

A North Carolina study revealed that the average costs of treating injured bikers was no greater than for those injured in car accidents, but made no mention of the known fact that the public burden resulting from car crashes is thousands of times greater than for motorcycle accidents.

Once again those in authority are throwing their weight around, but thanks to the research that ABATE and other rights organizations have done, we have the truth in hand, and it won't go away.

—Sasquatch, ABATE of New Jersey

Technology

A Wonderful Thing?

Technology can blind us. It makes things so easy and convenient that we don't always consider the ramifications. And now those great leaps in technology are blinding the motorists in Washington.

In Yakima, Washington, motorists can now plead their case via e-mail. On the surface, this may seem like a great idea. Proponents say that defendants don't have to miss a day of work to appear before the judge. This program handles only minor infractions (speeding, running a stop sign, equipment violations, etc). In Yakima, all e-mails from defendants are handled on secure servers. The judge holds hearings, reads the e-mail, and issues a verdict.

How can we argue against this time saver? Because the program is only available to those who "plead guilty" and ask for a mitigation hearing.

The city is looking for a way to mass process traffic tickets because their court system is overcrowded with people contesting tickets. If the courts are that crowded, then the real solution is to roll back stupid regulations and laws, and obscene penalties that force citizens into courts. Instead, the public will buy into a system that makes their exploitation more streamlined and efficient. And, because this is almost guaranteed to save this particular court time and money, you are sure to see this type of program coming to a court near you.

—National Motorists Association

Ruben Brown's Motorcycle Ride Returns

Bills Guard Clears Path For The Salvation Army

Ruben Brown, motorcycle enthusiast and 6-time Pro Bowl left guard for the Buffalo Bills, is making plans to host his third annual charity ride for The Salvation Army in Buffalo, N.Y. This year's event is Sunday, June 22, promising to be bigger and better than ever. Sign-up registration is in the Ralph Wilson Stadium parking lot from 10:30 a.m. to 12:30 p.m. A spectacular putt follows through the quaint towns and scenic rolling hills of rural western New York, before returning to the stadium for a barbecue feast and party. Current and former NFL players will be there, along with former Ms. Easyriders, Roxy LeRoux, autographing photos of herself with Ruben's 2002 Perewitz custom featured by *In The Wind*. Other highlights include silent and live auctions featuring sports gear, motorcycle vendors, and sizzling blues served up by The Jony James Band, to say nothing of a good time for a deserving cause.

Plus, a customized Harley Road King will be raffled off. Just 400 tickets at $100 apiece will be offered. Winner need not be present. Get in the hopper by sending to: Ruben's Ride Bike Raffle, One Bills Dr., Orchard Park, NY 14127. *—Raider Rider*

Seat Belt Shenanigans In Buffalo

Another Double Standard

Why should any law-enforcement agency in America be exempt from mandatory seatbelts laws? The fact is, they shouldn't. But according to the National Motorists Association (NMA), the Buffalo Police Department in New York is "considering" changing its policy to require their officers to wear seatbelts while on duty. This double standard will not leave any of you with a "warm and fuzzy" feeling, believe me.

How many of you have ever been driving the legal speed limit on the freeway and some cop (with reckless disregard for public safety), flies past you at 80-100 mph plus, with no emergency lights on, no pursuit in progress, gets off the nearest off-ramp, crosses over it, and repeats the stunt again, only in the opposite direction? Why is it that those who wear the badge and carry the gun enforce a law that mandates that you and I must wear seatbelts, are actually exempt from the law? What kind of logical reasoning or justice is this?

It also seems various law enforcement departments across New York are able to set their own policy on this matter. If this type of hypocrisy is going on in New York, it must be going on in other parts of the nation as well. However, the above can only be described best by one word and one word only: Revenue! Nuff said. *—Twiggy*

H-D Reports Record 4th Qtr.

17 Record Years!

Harley-Davidson, Inc. (HDI) recently announced record revenue and earnings for its fourth quarter and year ended December 31, 2002. Revenue for the quarter was $1.03 billion compared with $905.9 million in the year-ago quarter, a 13.3% increase. Net income for the quarter was $150.9 million, an increase of 27.5% over the year ago quarter. Fourth quarter diluted earnings per share (EPS) were 49 cents, a 25.6% increase compared with last year's 39 cents. Revenue for the full year was $4.1 billion, compared with $3.4 billion in 2001, a 20.1% increase. Net income for the year was $580.2 million, a 32.5% increase versus last year's $437.7 million, while diluted EPS for the full year were $1.90, a 32.9% increase compared with $1.43 in 2001.

"The year 2002 was our 17th consecutive year of record revenue and net income," said Jeffrey L. Bleustein, chairman and chief executive officer of Harley-Davidson Inc. "Worldwide retail sales of Harley-Davidson motorcycles were strong in 2002 with 15.9% unit growth over the prior year. Strong demand for our products gives us confidence in maintaining our production goal of 289,000 Harley-Davidson motorcycles for 2003."

"We believe that the excitement surrounding our 100th Anniversary celebration combined with the strength of the underlying fundamentals of our motorcycle business are helping us continue to grow even in the face of a weak global economy. We are fulfilling the dreams of many new customers as we welcome them into the Harley family," Bleustein said. *—Hog Hound*

The MRF's 19th annual Meeting of the Minds will be held on September 18-21, 2003, in Green Bay, Wisconsin. For room reservations contact The Regency Suites Hotel, 333 Main St., Green Bay, WI 54301, 920-432-4555. Rates start at $95 for single/double occupancy, which includes a full breakfast each morning not to mention two hours of complimentary adult beverages from 5-7 p.m. For those of you flying into/out from the Austin Straubel International Airport, transportation is provided free by The Regency Suites Hotel. Should any of you have any problems, contact the MRF at 202-546-0983. We'll see you there.

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two-wheeled tidbits

Spanning the biking globe...

SAN DIEGO: Don Vesco, who set the wheel-driven land-speed record of 458 mph, died of prostate cancer at 63. Vesco set 18 motorcycle and six car-type vehicle records, going back to when he was just 16. And listen to this: In 1970, he rode a bike to a record 250 mph. Five years later, he broke the 300 mph barrier on his Silver Bird Yamaha, powered by twin Yamaha TZ750 engines. In 1978, he boosted that to 318 mph on a Kawasaki turbo, a record that stood for 12 years. He was inducted into the motorcycle hall of fame in 1999. Yet, this man is relatively unknown to the average street rider. This cat could really ride a scooter.

LAS VEGAS: The Guggenheim Las Vegas museum, the scene of the motorcycle history display, closes its doors Jan. 5 after a 15-month run. Our economy is stated to be the reason. They just can't afford to operate the way things are right now. It's a shame.

HONG KONG: There are some of us in the USA who think there are too many of the wrong kinds of lawsuits, and I know Sam Hochberg and I agree on that. Sure, there are weird, stupid cases. Some shouldn't be allowed to be filed. But here's a topper Sam ran into at NewsMax.com. According to the South China Morning Post, it seems this Hong Kong woman, Chu-leu, got a bad haircut, so she sued her beauty parlor. Jeez, lady! The hair will grow back. She said she wanted to look like Julia Roberts, but instead "It looked like a broom. Every hair stuck out like an open umbrella, which could not be shut. It was horrible. I looked like Osama bin Laden," she told an unsympathetic judge.

The Small Claims Tribunal tossed the case, then had to toss her out too when she refused to leave the courtroom. Hey, if you showed up looking like Osama in a lot of places here in America, you might be given a good reason to sue somebody.

LITTLE EGG HARBOR TOWNSHIP: I have no idea where it is, but it seems the librarian in this town is quite a celebrity. Maggie Penk isn't used to being Miss September yet, but it appears the fire marshal believes so, 'cuz he needed her autograph.

She's one of the dozen Ocean County librarians in leather featured on a new calendar. It's made up of various Ocean County librarians sitting on a white Harley-Davidson, clad head to toe in leather...some even reading.

They wanna use the dough they raise towards an $11.6 million expansion to their library, and to bring public attention to it. This one lady, Ms. Penk, use to ride dirt bikes as a kid in Wyoming, so at least for her, scooters aren't totally unfamiliar. The whole thing was done tongue in cheek, kinda glamorizing the so-called "stuffy" librarians.

The idea worked: $20,000 has been raised so far from these calendars. The county and the state will spend $11.3 million on the project, so their celebrity gig is almost done. Good deal! Sounds like that bunch of women in England who made tons of dough doing something similar: Posing nude for a calendar. Most were just ordinary women with ordinary bodies, so it was different.

A QUOTE: —"Own only what you can always carry with you: know languages, know countries, know people. Let your memory be your travel bag."-Alexander Solzhenitsyn, the Russian novelist. He's best known for his books describing forced labor camps, namely One Day in the Life of Ivan Denisovich in 1962.

RIDERS ED IS FOR YOU: —Time really flies when you're having fun and we often forget that we are a minority on our roads and highways. Sometime during the off-season for riding, do yourself a favor: Take a riding course. They're available in most states through nearby colleges. Check with your state Motor Vehicles Department or the biker's rights group in your state for more. Most courses are less than $100. Just one thing you learn there can save your life. All of us lose people close to us during every year and it's heartbreaking. Even if you're an experienced rider, there's always something else to learn. We spend much more than the cost of a course on chrome stuff for our ride. The good news is that motorcycle accidents that have alcohol involvement are down nearly 10%. Maybe the word is getting out that scooters and booze don't mix.

Keep the round side on the bottom.

—*Gunny, Oregon AIM Chief of Staff*

New Motorcycle Lubricant

New Harley Oil

Harley-Davidson announced that it has developed a new synthetic lubricant designed to meet the unique needs of Harley-Davidson and Buell engine, transmission and primary chain lubrication. Screamin' Eagle Synthetic Motorcycle Lubricant (SYN3) can take the place of engine oil, transmission lubricant and primary chaincase oil, making SYN3 a multi-purpose synthetic lubricant in a category of its own.

Developed by Harley-Davidson engineers in conjunction with industry leaders in the lubricant business, SYN3 was created and extensively tested for maximum performance in Harley-Davidson and Buell engines, transmissions and primary chaincases. The versatile SAE 20W50 lubricant will be sold exclusively through Harley-Davidson and Buell dealerships starting in February (Part No. 99824-03/00QT, MSRP $8.25/quart bottle).

SYN3 is especially appealing to two groups of riders: Performance-minded riders whose motorcycles run hotter when pushed to the limit and those who ride in areas with warmer temperatures. Both types of riders know how crucial it is to ensure proper oil cooling to maintain performance and reliability.

More than three years of laboratory bench testing, dynamometer testing under accelerated conditions, open road durability testing, wear and deposit rating analysis and sophisticated used lubricant analysis went into producing the optimal combination of three synthetic base stocks and carefully chosen mixture of additives which offer superior lubrication and cooling, as well as protection against rust and oxidation. Screamin' Eagle's more than half-a-million miles and 500-plus hours of dyno testing proved that in addition to reduced oil consumption, SYN3 also provides high-temperature film strength.

Visit www.harley-davidson.com for more information.

"We'd go a lot faster if you'd stop dragging your feet, Arlene."

National Law Chart

Neither Easyriders, Inc., nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	4, 31	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c				r		√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	r	a,12,13	r	17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.

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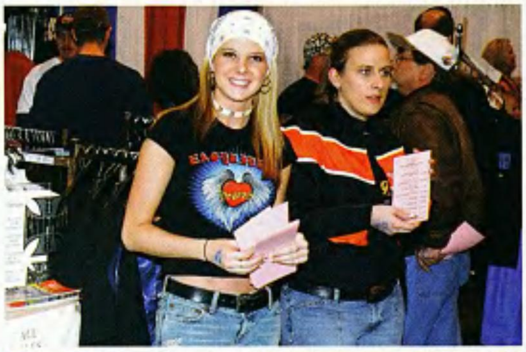
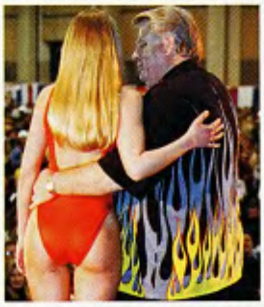
V-Twin
V-Twin
V-Twin
V-Twin

The Easyriders Bike Show in Charlotte, North Carolina, kicks major ass every year, breaking attendance records and filling every last space with drool-inducing bikes of every flavor. You would have never known that three days before the show, the southern roads were blanketed with snow causing a slippery condition known as black ice. On Saturday, the travel routes showed some clearing and thousands of you made your way to one of the most fun-filled, single-day bike shows on the planet.

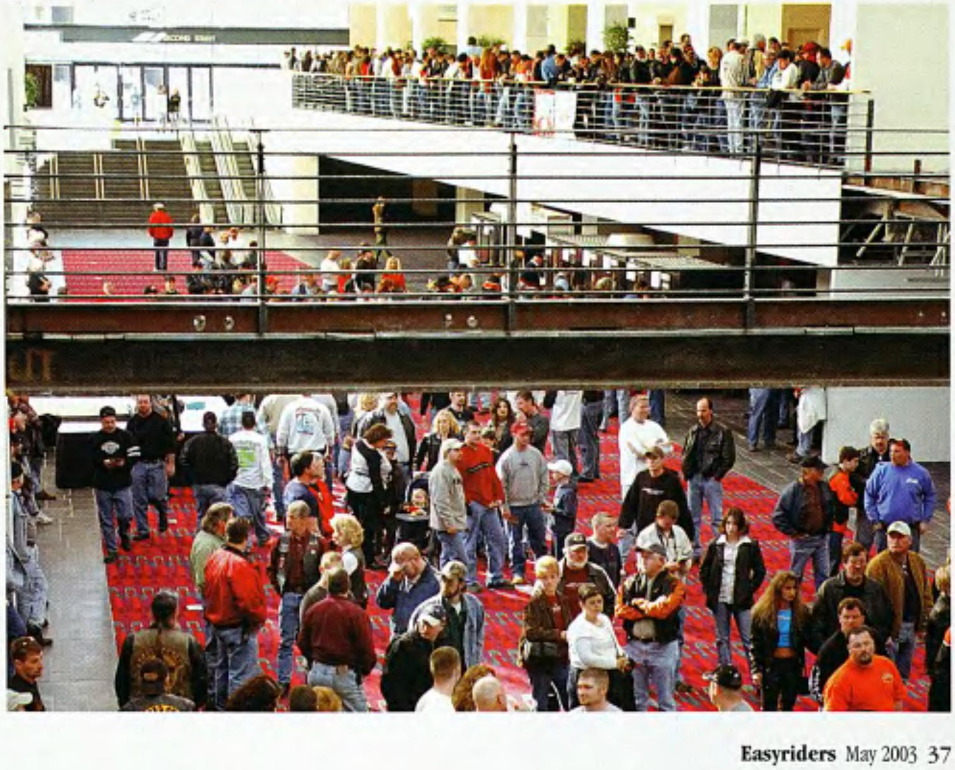
For those of you who have been to this grand lady of a stop on our bike show tour, you already know that there is no other place in the south to find more awesome bikes, killer music, bitchin' tattoos, and cool people in the same place at the same time. Next to our Invitational Show in Ohio, Charlotte always has our biggest group of bikes, with more people hanging out and grooving to the good





THE SOUTH ALWAYS RISES TO ANY OCCASION

CHARLOTTE BIKE SHOW



times. All of the pre-registered bikes got a space somewhere, but unfortunately for the second year in a row, we had to turn bikes away due to a lack of floor space.

Arriving at the Charlotte Convention Center early Friday morning, we were asked if we were unloading. We laughingly told the security guard that we were, in fact, "reloading." Once we passed the painful security clearance inspections (can you say cavity search?), we began prejudging bikes and placing them into categories as they filed in all day in what looked like a two-wheeled Southern waltz. As everyone took their places and moved their trailers out of the loading dock they started to dress up their bikes and build some awesome displays. The Charlotte show has an artistic flair, since it also has the second largest number of creative displays for everyone to enjoy. Rusty Hill brought a very nice, very futuristic-looking ride as the centerpiece for his display, which paid homage to the Grateful Dead. He also brought his light show and a couple of skeletons in ironwork coffins along with his eye-waterin', throat-chokin' smoke machine.

Everything was ready by noon on Saturday and Chuck Naas of Lake Norman V-Twin in Mooresville, North Carolina, set out to draw an all-day crowd, which he accomplished by completely assembling one of his really cool and amazingly affordable bike kits during the show. Sandra Stephenson brought her 9/11 tribute bike out again, mesmerizing and capturing the crowd's attention along with lots of votes in the Spectator class. We enjoyed the spiderrific display by JenFab from Covington, Virginia, best of all this year. By weaving their web of magic around a nice '02 custom called Arachnid, they managed to garner Best Display honors. There's just something about spiders that gets us.

A few longtime friends came to see us, too. Click Baldwin and the gang from Carolina Harley-Davidson, showed up with two really sweet bikes (and some white ligntnin'). Considering that CH-D had just completed moving into their new 64,000-square-foot facility located just down the road in nearby Gastonia, this was a bit of a surprise. Although there wasn't time for CH-D to put together a booth this year, their presence was evident since all of the beer vendors were sporting genuine Carolina Harley-Davidson shirts.

The Edgar Winter Group was rocking the house with songs like "Free Ride" and "Frankenstein". Getting to see them perform hard-driven, straight-ahead rock 'n' roll standards written for the open road live was a dream come true for more than one of us. Six-foot-two Ms. Easyriders, Roxy LeRoux was giving everyone a chance for one last Kodak moment while sporting a mighty fine li'l outfit from the folks at T.D. Leathers.

We always look forward to this show, perhaps a little bit more than some of the others. For sure, we always have grits and moonshine, but maybe it's the Southern hospitality from the lasses at the Uptown Cabaret, or the incredible food at Mert's Heart and Soul that call us back to Charlotte. The kegs of fresh Guinness flowing at Ri-Ra's Irish Pub could have something to do with it, but the hands-down reason we all enjoy Charlotte so much is the smiles on the faces of our Southern friends every year. There is never any doubt as to the intensity of the competition and through it all, being a part of the Charlotte show makes every bike a big winner while putting an ear-to-ear grin on everyone there. *—Jeff "Cheese" Moore*

SPECTATOR CLASS

Best of Show

1. Rusty Hill	York, S.C.	2003 Diamond Engineering Soft-Drag
2. Sandra Stephenson	Oxford, N.C.	2002 Custom Chopper
3. Jim Efros	Effingham, S.C.	2002 Carolina Custom Cycles Exodus

Easyriders (Best Custom Bikes)

1. Click Baldwin	Gastonia, N.C.	1940 Knucklehead Reconstruction
2. Sidney Rogers	Clio, S.C.	2003 Special Construction
3. Chris Acciardo	Blythewood, S.C.	2002 RC Comp Rigid Chopper

In The Wind (Highway Bikes)

1. Matt Grimsley	Mt. Holly, N.C.	2002 Custom Chopper
2. Steve English	Wallace, S.C.	2002 River Rat Custom
3. Chuck Naas	Mooresville, N.C.	2003 Lake Norman 57-Inch

Biker (Old School Bikes)

1. Richard Wright	Lexington, S.C.	2001 Wild West Peacemaker
2. Chad Farmer	Lugoff, S.C.	2003 Redneck Chopper
3. Billy Harbin	Anderson, S.C.	2002 Custom Rigid Rounder

V-Twin (Street Cruisers)

1. Ernie Littlefield	Cloverdale, Va.	2002 Custom Chopper
2. J.S. Lamb	Mocksville, N.C.	2002 Harley-Davidson
3. Brandon King	Leflester, N.C.	2002 RC Comp Special Construction

Early-Riders Class

1. Ronnie Rockett	Charlotte, N.C.	1948 Panhead
2. Kevin Bello	High Point, N.C.	1964 Duo Glide
3. Matt McSwain	Huntersville, N.C.	1976 FXE

JUDGED CLASS

Best of Show

1. Bill Steele	Oakdale, Pa.	2003 BSC Goldammer Chopper
2. Phil Hurni	Virginia Beach, Va.	2002 Special Construction
3. Chuck Fonvielle	Georgetown, S.C.	2002 Calif. Custom Cycles Goldammer Chopper

Best Radical Class

1. Randy Strickland	Durham, N.C.	2003 Custom Prowler
2. Timmy Ferguson	Danville, Va.	2003 Kendall Johnson Chopper
3. Grumpy's Customs	Concord, N.C.	2003 Special Construction

Best Street Class

1. XTreme Custom Cycles	Simpsonville, S.C.	2002 Cyril Huze Chopper
2. Clinton Jones	Burlington, N.C.	2002 Custom Rigid Springer
3. Carl Dollar	Graham, N.C.	2003 Special Construction

Best Specialty Class

1. Bob Parker	Cherokee, N.C.	1942 Flathead Chopper
2. Keith Cantley	Surfside Beach, S.C.	2002 Special Construction Rigid
3. Ron Bolt	Anderson, S.C.	2003 Rigid Springer

Best Antique Class

1. Clark Shouts	Asheville, N.C.	1925 Harley-Davidson JD
2. Edward Rich	Asheboro, N.C.	1947 FL Knucklehead
3. Richard Cash	Timberlake, N.C.	1956 Flathead

Editor's Choice Award

Michael Sarch	Winston-Salem, N.C.	2003 Kendall Johnson Custom Rigid

Best Display Award

JenFab Inc.	Covington, Va.	2002 Custom Softail

Luster Lace and Gloss Award

Ed Tooley	Palm Harbor, Fla.	2001 Ratster Designs

Photos: Aaron Stevenson

P E R F O R M A N C E G O O D I E S

GOFASTPARTS

Let's face it, how fast you want to go and how quick you want to be is directly proportional to how deep your pockets are. To help you figure out your performance options we gathered in this mini-guide a hodge-podge of speed parts that can help you bring the ass-kicking factor of your motorcycle up to unprecedented heights. We tried to offer you performance parts that match various budgets and will give you satisfaction, whether you're looking for a simple, Saturday afternoon bolt-on project or a more involved engine makeover. Have fun!

—Lafayette

Accel 300+ Ignition Race Wire Sets

Accel's new 300+ ignition race wire sets provide the peak ignition output that's needed for race-winning or maximum street performance. The extra-thick, 8.8mm silicone jacket and silicone insulation are designed to eliminate electrical "leakage" or RFI interference that interrupts control modules.

Accel says that their 300+ wires deliver peak performance even at high temperatures over 550-degrees F, and the ultra-strong aramid core and fiberglass braiding provide resistance to vibration and "wire stretch" to create a wire set that is durable and reliable. Also the low 150 Ohms/ft. resistance Ferro-Spiral core material delivers maximum spark energy to the spark plugs without diminishing or suppressing the spark energy.

The 300+ wires are available in custom-fit sets that are ready for easy installation as well as universal-fit sets for dual plug heads and other special applications. Accel's 300+ Wires are recommended for use on both points-style and electronic ignition motorcycles. Universal sets include easy installation instructions and a complete hardware kit. See the new Motorcycle catalog for specific part numbers and applications.

Branch Heads For Fuel Injected Twin Cam 88 Motors

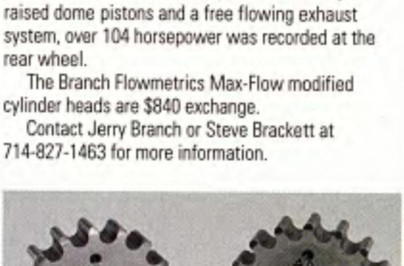
Branch Flowmetrics' Max-Flow modified cylinder heads are designed for 2001 and later fuel-injected Harley-Davidson Softail and 2002 fuel-injected FL-series motorcycles are now available. Jerry Branch, a respected name in high-performance cylinder heads for Harley-Davidson motorcycles, has developed the Max-Flow modified cylinder heads specifically for the fuel-injected Twin Cam 88 motor.

The Max-Flow modified cylinder heads utilize fully polished stainless steel valves (the intake is 1.940 inches in diameter and the exhaust 1.610 inches). The heads have the Branch designed "bathtub" combustion chamber, which provides a compression ratio of 9.8:1 on a 95-inch motor with flat-top pistons and 10.5:1 with Branch/JE raised dome pistons. The heads feature nickel chromium valve seats, extended travel guides with Teflon seals and precision-wound springs that are retained with titanium collars. The heads can accommodate camshafts with valve lifts up to 0.600 inches.

The fully ported and polished Branch heads are said to flow 35% more air than the stock heads. Branch reports that when installed on a 95-inch 2001 fuel-injected Softail and used with a set of Branch Flowmetrics TC55 camshafts, a set of Branch/JE raised dome pistons and a free flowing exhaust system, over 104 horsepower was recorded at the rear wheel.

The Branch Flowmetrics Max-Flow modified cylinder heads are $840 exchange.

Contact Jerry Branch or Steve Brackett at 714-827-1463 for more information.



17-Tooth Crank Sprocket For Twin Cams

Crane Cams offers owners of 1999-present Harley-Davidson Twin-Cam 88 motorcycles the ability to easily advance or retard camshaft timing through the use of a new 17-tooth crank sprocket. Installed one way it advances cam timing 4 degrees to increase low-end torque and acceleration. Flip the sprocket over and cam timing is retarded 4 degrees to improve upper rpm horsepower.

The Advance/Retard Cam Sprocket is precision CNC-machined from heat-treated alloy steel to insure an accurate fit and long lasting durability. It carries Part No. 7-3000 and is an easy bolt-on installation.

For more information on the Advance/Retard Crank Sprocket and other quality Crane products for Harley-Davidson motorcycles, visit the company's Web site or obtain personalized tech assistance by calling Crane's technical representatives at 386-258-6174. Catalogs and more information are also available online at: www.cranecams.com.

Delkron Twin Cam Head Assemblies

Delkron now offers high-performance cylinder heads for all Harley-Davidson Twin Cam applications. These heads are cast from A357 T652 billet aluminum, using permanent mold fixtures. Delkron says their performance heads for Twin Cam engines feature superior flow characteristics typically found only on custom ported units.

Delkron delivers their cylinder heads ready to install with 2-inch intake valves, 1.625-inch exhaust valves, and high-rpm valve springs for use with camshafts with lift of up to 0.640 inches. The Delkron Twin Cam heads come fully assembled with intake manifold and gaskets.

Call Delkron at 916-921-9703 for more information or log on to www.delkron-mfg.com.

Delkron Billet Twin Cam 88 And 95 Engine Cases

Delkron has a billet engine case for Twin Cam 88- and 95-inch applications. Each case is machined from

6061-T6 billet alluminum for superior strength and hardness and features a pressed and screwed-in steel drive side race that is said to improve drivetrain stability. The Delkron billet Twin Cam case also features a uniquely designed cam support and gear cover as well as an optimized oiling system designed to improve lubrication to vital parts of the engine.

Each set of cases includes a cam support plate, custom cam cover, point cover, chrome socket head screws and all necessary gaskets to complete the buildup.

Delkron billet engine cases fit 88-inch (3 3/4-inch bore) or 95-inch (3 7/8-inch bore) motors and retail for $3,220. Call Delkron at 916-921-9703 for more information or log on to www.delkron-mfg.com.

Doherty Machine's Power Pacc For S&S Applications

Doherty Machine has just released a version of their popular Power Pacc air cleaner kit that's designed specifically for use with the timeless S&S Teardrop air cleaner cover.

Doherty Machine says their Power Pacc Teardrop has been tested and proved to provide noticeable increases in overall performance. Doherty's Power Pacc air cleaner kit is a simple bolt-on conversion assembly that incorporates a unique, CNC-machined backing plate that features an integral, enhanced air entry. Doherty adds that their induction path provides unobstructed airflow into the carburetor and subsequent out-of-the-box performance gains. Each kit comes complete with a specially designed washable K&N filter and premium mounting hardware.

Doherty Machine's Power Pacc Teardrop kit works with S&S and S&S clone teardrop covers and retails for $219.95.For complete details call 800-956-9409. On the Web at www.dohertymachine.com

Edelbrock's Double Trouble Nitrous Conversion Kit

Edelbrock's aftermarket Double Trouble 12-ounce bottle nitrous conversion kit offers significantly more power for Harley-Davidson motorcycles via a specially designed bolt-on system, according to Edelbrock. Easily installed, the Double Trouble kit converts an Edelbrock 12-ounce nitrous system to a two-bottle setup, providing 24 ounces of nitrous for extra power and acceleration on demand.

Edelbrock adds that their nitrous systems are engineered and tested to give a 35-horsepower boost at the push of a button. All Edelbrock nitrous systems for Harley-Davidsons are model-specific, bolt-on kits featuring stainless-steel jets to prevent erosion, plus a unique electronic module and rpm sensor, which activates nitrous at 4,300 rpm to reduce the chance of engine-damaging detonation.

The Double Trouble kit (Part No. 71920) is a complete setup, including a 12-ounce bottle with valve, two bottle-clamp assemblies, and all necessary hoses and fittings. Only the frame bracket, which varies based on the tubing diameter of the model, must be purchased separately.

Call Edelbrock at 310-781-2222 or log on to www.edelbrock.com for more information on the Double Trouble nitrous kit.

JIMS Softail "Beta" Stroker Kits

JIMS now offers performance stroker kits for use on late model balanced Softail engines. These new "Beta" stroker kits feature a pressed-on OEM-style balancer chain sprocket that works flawlessly with the stock balancer system, according to JIMS. Like JIMS Twin Cam "Alpha" stroker kits, these stroker kits use the same 3-piece crank assembly with forged flywheel halves and OEM-style crank pins. These kits also use JIMS proven forged H-Beam connection rods, and forged aluminum pistons. JIMS offers these kits in a 113-inch or 116-inch configuration with either black wrinkle or plain aluminum big bore cylinders. Although some case machining is required, JIMS offers an easy-to-use case-boring fixture that makes assembly a snap. For more information on this and other JIMS products, call JIMS at 805-482-6913, or visit them at www.jimsusa.com.

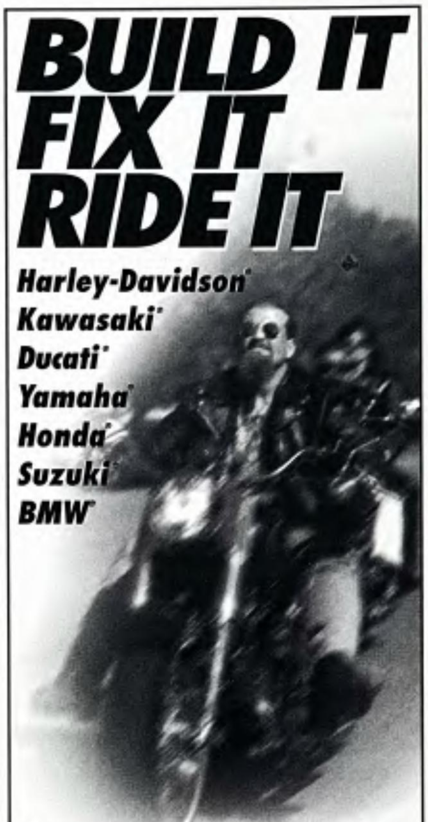
MID-USA's Power House 114 Motor

Recipient of the Motor of the Year award at the V-Twin Expo 2001, the Power House 114 engine relies on an innovative design that allows it to safely run at 7,300 rpm and deliver smooth, reliable power.

The massive 4 1⁄4-inch bore combined with the 4-inch stroke requires the utmost in power transfer components. The pistons feature a 3-point cylinder contact design to evenly distribute thrust loads, and the side-by-side connecting rods feature offset wrist pin supports to allow the cylinders to stay in-line and still keep the traditional 45-degree V-twin look. The 1-piece crankshaft features a 2-inch diameter crank pin that utilizes flat bushing-type bearings, and is housed in sturdy crankcases. Cylinder heads are machined from billet aluminum and house the roller rocker arm assemblies in 2-piece rocker covers.

With an S&S Super G carburetor and a set of Cycle Shack 2-inch, tapered pipes, the Power House114 reportedly produced 134 horsepower and 130 foot-pounds of torque. The Power House 114 fits all big twin frames designed for an Evolution-style engine. Each engine is shipped in a specially constructed polyethylene shipping container (deposit required), along with its manufacturer's statement of origin.

Call 800-632-0024 to find out more about MID-USA's Power House 114 engine, or log on to www.mid-usa.com



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Sputhe Engineering's Fatvo Cases

Sputhe Engineering celebrated their 22nd year of manufacturing high-performance crankcases with the introduction of their new, second-generation Fatvo engine kit. The crankcase is cast by a direct gating process from a special aluminum alloy with high percentages of silicon and copper. It's then subjected to a 3-stage heat-treating, quenching and stress relieving process. They are then fully CNC machined in-house including the left case face and deck perimeters.

The second-generation Sputa Fatvo case incorporates all the features of their big bore Evo cases plus the technological improvements the company developed over the past year experimenting with their earlier Fatvo engines.

The other key component of the Fatvo kit is the pistons. Forged by JE Piston, they have the same 3 7/8-inch bore, same compression height, valve reliefs and use the same ring pack as the 95-inch Screamin' Eagle piston. The difference is that the Fatvo piston assembly weighs the same as an Evo piston assembly and has a 0.792-inch diameter pin bore so that it can be installed on a stock Evo flywheel and rod assembly. As a result, a Fatvo engine can be built using all off-the-shelf Harley-Davidson components, so parts availability will never be a problem.

Sputhe claims that even though the Fatvo is 20 cubic inches larger than an Evo engine, there is no increase in bearing loads or vibration. Sputhe even goes as far as saying that the engines built around their cases run smoother than a Harley-Davidson TC-88 engine. Call Sputhe at 510-268-0887 for more information about their product line or log to www.sputhe.com.

DaVinci's Fire Power Blueprinted Carburetors

Years of world class competition in NASCAR and the NHRA have given the engineers at DaVinci the expertise to take the legendary S&S carburetor and blueprint, calibrate and modify it into the asphalt burning Fire Power carburetor, boasts a recent product release. DaVinci says their Fire Power carburetor delivers "razor-sharp response, head-snapping acceleration, and substantial horsepower boost and gut-wrenching torque."

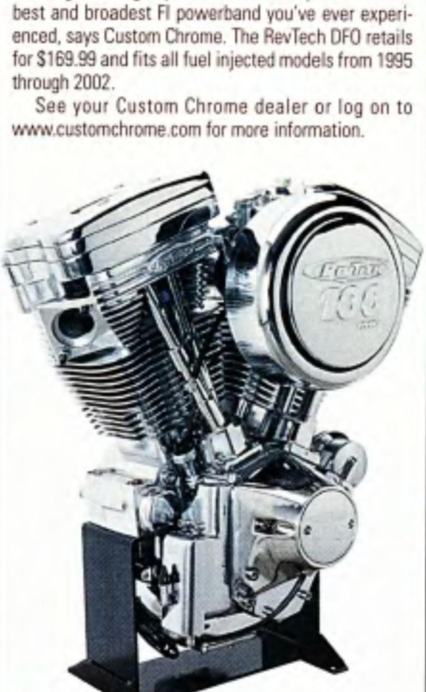
DaVinci's Fire Power carburetors feature a billet CNC power booster, a 48mm precision-machined venturi, a milled shaft, a high-speed emulsion screw and replaceable air bleed, an easy-access jet plug, quick-access bowl screws, an idle mixture extension, a large needle and seat and a tumble polish finish.

For complete details and comprehensive dyno charts visit the DaVinci Web site www.davinci@davincicarb.com or contact DaVinci Performance Products at 936-264-1759.

RevTech's Digital Fuel Optimizer For EFI

Custom Chrome now has a new and easy way to squeeze more usable performance from any factory fuel-injected V-twin motorcycle. From now on you can forget all the complexity and "black magic" associated with performance fuel injection thanks to the DFO (digital fuel optimizer). This device eliminates the need for expensive factory remapping, and quirky downloads. A simple screwdriver adjustment for low speed, midrange and high-speed mixtures and you'll have the best and broadest FI powerband you've ever experienced, says Custom Chrome. The RevTech DFO retails for $169.99 and fits all fuel injected models from 1995 through 2002.

See your Custom Chrome dealer or log on to www.customchrome.com for more information.



RevTech 88- And 100-Inch V-Twins

Custom Chrome offers completely assembled V-twins that use components made from new tooling in a modern, state-of-the-art ISO 9000 manufacturing plant. RevTech engines are designed to bring you both high-performance and reliability. RevTech's engineers designed their engines on sophisticated CAD equipment to incorporate the latest engine technology. Each engine comes completely assembled and is pre-run at the factory. Backed by a two-year or 20,000 mile limited warranty, each engine is shipped in a wood crate, ready to bolt into your bike.

See your Custom Chrome dealer or log on to www.customchrome.com for more information.

S&S 116-Inch Super Sidewinder Kits For Twin Cam 88 Models

S&S offers performance upgrade kits for Twin Cam 88 owners. Each kit consists of S&S 4-inch-bore cylinders and pistons, S&S Super Stock cylinder heads, S&S gear drive cam kit, Super G carburetor kit, chrome-moly steel pushrods and required gaskets. Also included in the kit is a 4 5/8-inch stroked flywheel assembly.

S&S warns that the receiving engine's crankcases will have to be bored to accept the big bore cylinders.

S&S' 116-inch Super Sidewinder kits for Twin Cam 88 are available with black powdercoat or natural aluminum finishes, and fit all Twin Cam 88 models from 1999 through 2002 and retail starting at $3,526.

Log on to www.customchrome.com or call 800-359-5700 for more information or visit the S&S Web site at www.sscycle.com.

4 1/8-Inch Bore Super Sidewinder Plus Engines By S&S Cycle

S&S Super Sidewinder Plus long blocks come with a 4 1/8-inch bore. Both cylinders and cylinder heads have larger fins for improved cooling. By coupling the new cylinders with 4 3/8-, and 4 5/8-inch strokes, displacements of 117 inches and 124 inches can be obtained. That's a lot of ponies!

To make the best use of those cubic inches, all Super Sidewinder Plus engines are equipped with the S&S Super G carburetor and the S&S 640 camshaft. In addition to the improved cooling and larger displacement, the Super Sidewinder Plus engines have a number of exclusive features that are said to enhance the performance and improve engine life.

Special crankcases are used to house the Super Sidewinder Plus 4 1/8-inch-bore cylinders and pressed flywheel assembly. A specially designed oil pump provides higher oil pressure, and increases crankcase oil scavenging. Anytime the engine speed is above idle, oiling jets provide a spray of cooling oil to the bottoms of the pistons whenever the oil pressure is above 10 psi. The crankcases are machined to return top end oil directly to the cam chest instead of the flywheel cavity. This prevents crankcase pressure from traveling up the cylinder head oil drain passages

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and pressurizing the rocker boxes. In addition, a one-way valve in the breather circuit prevents air from entering the crankcase through the breather. The resulting decrease in internal engine pressure reduces oil leaks and carry-over.

The Super Sidewinder Plus cylinders are machined from stress relieved aluminum castings with cast-in iron liners. Each cylinder has vertical fins in the front and rear that serve to increase cylinder rigidity. Better cylinder rigidity means better dimensional stability as well as reduced transmission of mechanical noise.

In addition to the large high-flowing ports required to feed big-inch engines, S&S Super Sidewinder Plus-style cylinder heads have several unique features. The front head is machined with a vacuum fitting that further reduces pressure in the rocker boxes and reduces oil carryover from the crankcase breather. Both cylinder heads are machined for the S&S compression releases, and the compression releases are included as standard equipment on all Super Sidewinder Plus engines.

Log on to www.customchrome.com or call 800-359-5700 for more information or visit the S&S Web site at www.sscycle.com.

S&S Bolt-On VFI Induction System

One of the problems that fuel injected engines have posed to performance enthusiasts is the limitation of the stock induction system's length and its ability to supply air to a performance engine. S&S says it can eliminate this problem with their new S&S VFI induction systems. S&S has two systems available. The kit first is called Tuned Induction system and features independent runners sized and tuned for maximum performance. The second kit takes a classic S&S design into a new era with the Teardrop Induction system, using the timeless S&S teardrop high-flow air cleaner.

S&S VFI Induction system features include improved power and torque from idle to redline. The system is designed as an easy bolt-on replacement of the stock intake system and uses the stock fuel pump, regulator and fuel lines.

Both the Tuned and Teardrop systems include a special fuel rail, two high-flow fuel injectors, a pair of high-flowing S&S manifolds, and a 2-barrel throttle body with large 50mm throttle bores and sophisticated idle air control.

Manifolds used by both induction systems are available to fit the ports of stock style or S&S Super Stock cylinder heads.

The compact design of the S&S VFI Tuned Induction system and Teardrop Induction system allows a comfortable riding position and does not interfere with stock engine guards or highway pegs.

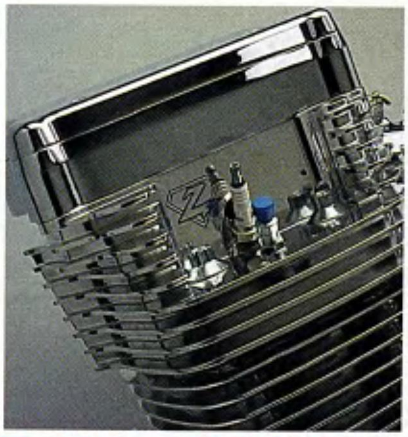
Call S&S for more information at 608-627-1497 or log on to www.sscycle.com.

TP Engineering Pro-Series 124 Engine

TP Engineering's 124-inch motor is arguably the company's most potent weapon to date. TP Engineering founder Tom Pirone states that his company's business is about innovation and improvement, and not about merely catching up with the competition. Such a proactive attitude is demonstrated everyday by TP Engineering as the company relies on years of first-hand, real-world experiences from its early beginnings of a speed and machine shop to one of the leaders in motorcycle engine manufacturing today. "It's one thing to recreate, quite another to identify and develop solutions to problems – whether they are design improvements, better raw materials, or a combination of both," adds Tom. "We are leading, not following in other's footsteps."

The Pro-Series 124 engine features new vented rocker boxes, specially designed Crane camshafts. The engine also uses cylinders that are beefed up and feature a larger fin surface area to provide better cooling. The tried-and-true method of encapsulating cylinder sleeves in the casting process, to ensure stability inside the cylinder, is also important to the function and strength of the Pro-Series 124 engine's cylinders.

For more information, log on to www.tpeng.com or call 203-744-4960.



Zippers Performance's New Billet Heads For Twin Cam Engines

Zippers Performance Products is now making CNC-machined billet heads for Twin Cam engine applications. On the outside, the heads feature deep finning with radiused contours at the exhaust ports to give the Twin Cam engine a unique appearence. Inside the heads, the CNC-machined ports and chambers deliver superior airflow and optimized combustion, we're told.

Zippers' Twin Cam heads have a 94cc chamber and are designed for use on engines with 4-inch to 4 1/8-inch bore. They feature stainless steel 2-inch intake and 1.625-inch exhaust valves that are matched to Zippers' own ductile cast iron Step Lock guides. The heads haveTeflon valve seals, compression releases and a Pro-Quality valve spring kit with titanium collars. Zippers' Twin Cam billet heads are set up to handle 0.700-inch lift cams and come fully assembled. They are available now for single or dual carb applications, in satin or polished finish.

For more info, contact Zipper's Performance Products at 410-579-2828 or visit the company's Web site at www.zippersperformance.com

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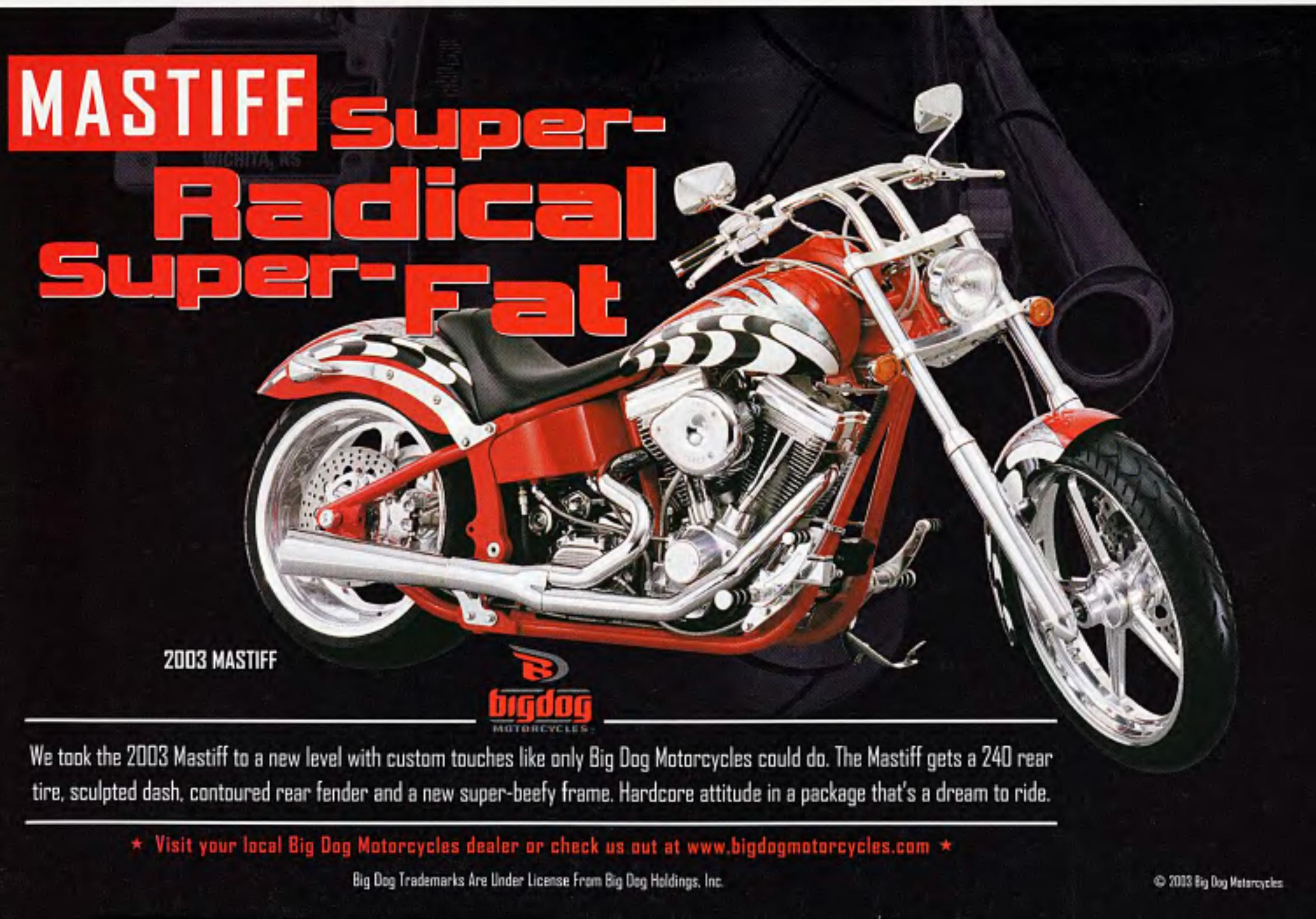

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TalkingTech

OLD OIL DRIPPER

You folks have been partying on my money since 1988. Now I need help with my 1988 FLHS. The forks are dripping oil all over my carpet and I need to replace the seals. Please give me details on how to do this. Will I need any special tools?

Old Crow
Information Super Highway

Just follow the procedure outlined in the Harley Service Manual. If you don't have one, buy it. You may be able to beat Harley's $50-some-odd price by checking eBay.

For starters, you'll have to get the front end of the bike in the air and secure it so it doesn't fall over, drain the forks, and remove the wheel and fender. Then, remove the tube assemblies from the triple trees.

It's easier to remove the seals if you separate the sliders from the upper tubes, but it will save a little time if you can get them out without doing that. After removing the retainer clips, try prying the seals out with a little screwdriver. If you get them out, slide them off the tube, lube the tube and lip of one of the new seals with fork oil, and slide the seal into place. Carefully tap it home with a tack hammer, replace the retainer, repeat for the other side, and put everything back together.

If you can't pry the seals out, separating the sliders from the tubes will make it easier. You can usually get the bolt that secures the slider to the tube assembly out with an Allen wrench, but you may need an air impact wrench with a hex adapter if it's stubborn.

I like using the triple trees to hold the tube assemblies, but use a vise if that works for you. Use plenty of padding or aluminum jaws.

Commercial fork seal installers make this job easier, but they're pricey for a tool you'll rarely use.

IT'S A BELT BREAKER

I have a '78 shovelhead with a stroker kit. I keep breaking my 11mm Primo primary belt. I am considering going back to a chain drive, but I don't want to hook up the oilers that are used stock on this model. I'd rather not have clutch material running through my engine oil.

I have a Cal-Products inner primary case that I just purchased. My question is, can I run the chain in an oil bath like the newer models? If so, how much oil should I run in the primary case and what weight? Also, do I need to vent the case? Of course if you can tell me why my belts keeps breaking and can recommend a good type of belt to run I will try another belt one more time.

Still riding my shovel
Discovery Bay, California

You've probably already done this, but give the pulleys a close look to be sure there's not a ding or sharp edge cutting the belt.

Before getting rid of it, run a straightedge across the face of the pulleys to be sure they're square and within a few thousandths of perfect alignment. While you're at it, grab your clutch basket and give it a good shake or two to be sure the tranny's mounted tight and the main drive gear bearings aren't shot.

Heat is hard on belts. I assume that if yours is inside a closed primary, you've vented it to let heat out and plenty of cool air in.

If you decide to switch, you can seal the primary housing and run a separate oil supply for the chain. However, the clutch may slip or grab. Friction disks are okay to run wet, but a Ramjet clutch retainer will help too.

When you install the clutch springs, tighten them to coil bind and then back off the adjuster nuts a couple of turns. To adjust the springs, turn each nut in a little at a time while you work the clutch lever in and out and watch the pressure plate from above. You want to make the pressure plate move perfectly straight. If one side moves a little sooner than the others, you'll find that the clutch may not bite well without being grabby. Adjust spring tension to your liking, but be sure to keep the pressure plate square.

When adding primary fluid, and ATF seems to work as well as anything, sit the bike up straight and pour in just enough to cover the chain where it wraps around the clutch sprocket.

Venting the primary will help keep leaks down. Attach a hose to the small elbow on the backside of the inner primary and run it up your seat post or back to the rear chain. Be sure to steer clear of the brake and tire.

HONEST, IT'S MY WIFE'S BIKE

My wife has a 1998 Sportster with low miles. It starts and runs good, but in warm weather all you get if you turn it off and try to restart it is backfires. After 20 or 30 minutes it will start and run fine.

A friend told me that the intake manifold seal could be the problem, so I put on a new S&S carb and manifold. The bike runs great but still has the same problem. I'm thinking that maybe I have a valve that sticks when I turn it off hot.

Moe
Via el Interneto

It's more likely that your ignition module or sensor is failing, although it could be the coil, the petcock, or the gas tank vent.

To rule out the tank vent, remove the gas cap when the bike won't start. If you get a "whoosh" from air rushing into the tank, flip the cap over and poke the check ball in the cap vent with a tiny screwdriver until it moves freely.

If you don't get a whoosh, take the air cleaner cover off with a Phillips screwdriver. Twist the throttle a few times and watch for fuel to squirt out the accelerator pump nozzle. If you don't get fuel, your problem is probably the petcock. Check the vacuum line to be sure it's not loose or leaking. If it's okay, replace the petcock with an aftermarket unit.

If the coil is the problem, you'll get weak spark or no spark at all when the bike won't fire. Pull the spark plugs, ground them against the engine, and hit the starter button to see if they spark. Hold the plug by the insulated boot and be sure you're not grounded.

I'm betting first on the module, then the sensor. If either is bad, the ignition can still throw a spark, but at the wrong time. You hear people say, "If it's got spark, gas, and compression, it's gotta run," but that's not the whole story—the spark has to come at the right time.

Try borrowing replacements from a buddy to confirm that you've identified the problem.

—Dr. Mudflap

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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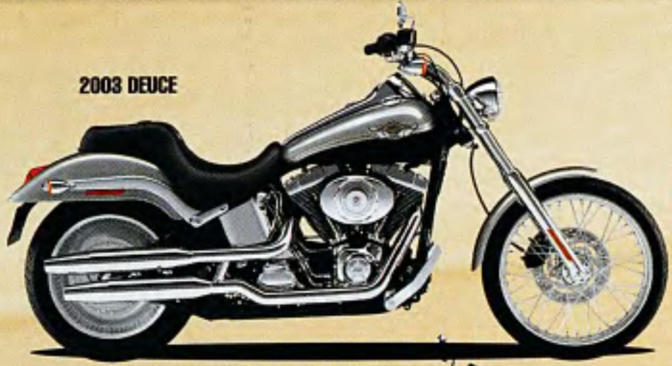

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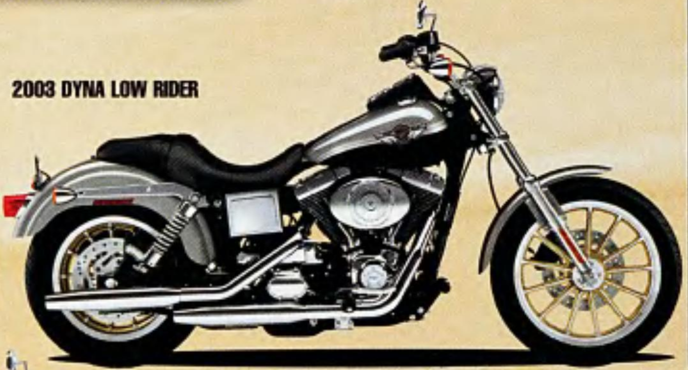

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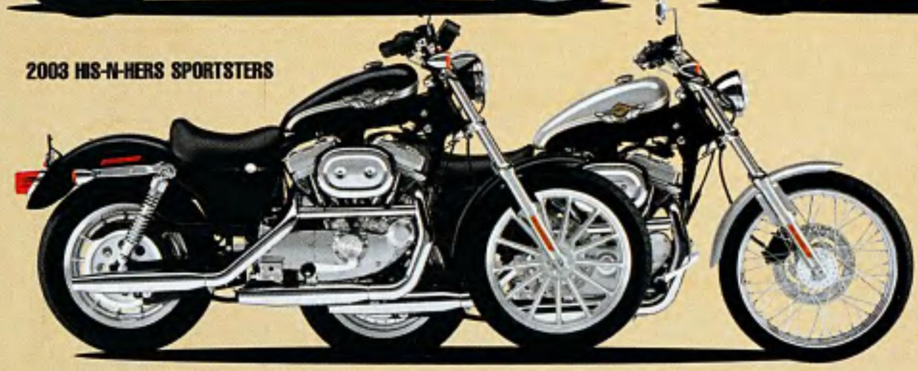

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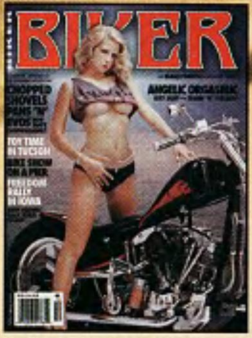

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Prizes are not transferable and not redeemable for cash, except for the cash option associated with the Grand prize. No substitution of prizes is permitted. You may win one of a total of 2051 prizes—Grand Prize is a choice of one of six Harley-Davidson motorcycles or a cash alternative, 150 First Prizes, 150 Second Prizes, 150 Third Prizes, 600 Fourth Prizes, and 500 Fifth Prizes and 500 Sixth Prizes. The motorcycle prizes pictured may not be the specific ones awarded. Total approximate retail value is $200,000.00

Winners will be selected by random drawing from all entries received, and validated by Wood Business Solutions whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or the prize will be forfeited and an alternate winner selected. Unclaimed and returned prizes will not be awaded. **THE ODDS OF WINNING DEPEND ON THE TOTAL NUMBER OF ELIGIBLE ENTRIES RECEIVED AND ARE NOT IMPROVED BY SUBSCRIPTION PURCHASE.**

The Sweepstakes is open to all residents of the U.S. aged 18 or over, **EXCEPT RESIDENTS OF THE STATES OF FLORIDA AND NEW YORK,** employees of Easyriders/Paisano Publications, LLC. and their families, it's affiliated companies, and advertising and promotion agencies. This sweepstakes is void in Florida and New York, outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. Entries from ineligible participants will be rejected; however, all subscription requests will be honored.

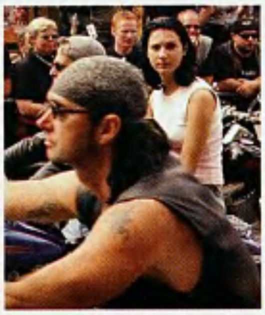
ALL FEDERAL, STATE, LOCAL TAXES, IF ANY, AND SHIPPING, STORAGE, TRANSPORTATION, REGISTRATION, AND ANY OTHER FEES ASSOCIATED WITH THE MOTORCYCLE PRIZES ARE THE RESPONSIBILITY OF THE WINNERS.

Winners may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Easyriders/Paisano Publications, LLC. and none will be returned. Winners grant Easyriders/Paisano Publications, LLC and its agencies the right to use their names and likenesses for advertising and promotional purposes.

For a list of major prize winners, send a separate stamped, self-addressed business envelope to: 2003 Sweepstakes Winners List, Paisano Publication, LLC., 28210 Dorothy Drive, Agoura Hills, CA 91301. **NO PURCHASE NECESSARY TO WIN.**

I recently spent four days at the European Bike Week at Faaker See, near Villach, Austria. It was a great event with thousands of bikes showing up from all over Europe. Custom bikes were on display and were ridden to the show (believe it or not). In fact, two of the people recently featured in *Easyriders* were there to show off their latest custom creations. Herr Walz from Hardcore Cycles had several of his bikes on display and the two custom V-Rods by Eurocomponents were there as well.

Custom Chrome of Europe was showing of their space-age custom bikes and Harley-Davidson had a fantastic display of their 2003 100th Anniversary models at



RIGHTEOUS EURO BIKE WEEK

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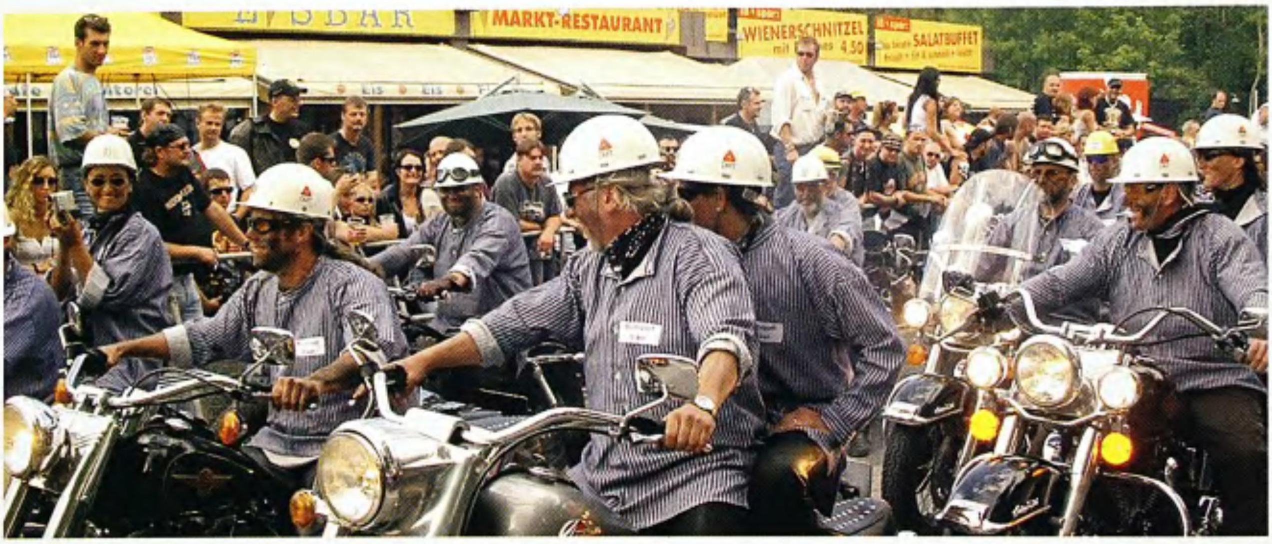

Photos: Stan Reed

their Harley Village. There were primarily three areas set up with huge tents and one of these areas was devoted to, shall we say, adult entertainment. There was also an enormous amount of German and Austrian beer! The number of sexy lady riders who rode in on their own custom scoots truly astounded me. Hey, what more could ya want? Sex, suds and sleds.

Faaker See is a large lake with a road that runs all the way around it. From Thursday through Sunday there was a constant flow of bikes thundering around the lake. During the grand parade at noon on Saturday, the *gendarmerie* (the fuzz) reported over 17,000 motorcycles and at the Harley Village and on Saturday night the crowd grew to a reported 33,000 bikers.

Speaking of *les gendarmes*, they were very mellow. As long as you were riding anywhere near the lake, you didn't have to wear a helmet, and even with all the drinking of alcoholic beverages, they were very understanding. I didn't see one altercation or traffic stop all week.

The locals, the camps, the hotels and the vendors could not have treated us better. This is becoming a "must attend" event in Europe, and although I'm sure it's not as big as many bike runs in America, Euro Bike Week is truly something to see and to experience. If you show up for next year's run, you'll be one lucky faaker! *—Stan Reed*

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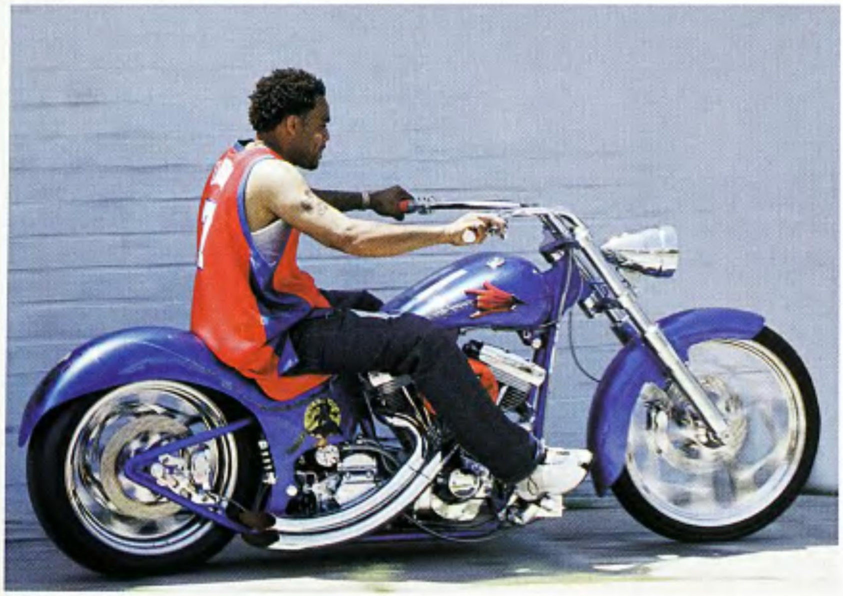
"WITH GREAT STRENGTH COMES GREAT RESPONSIBILITY" —Toby McGuire as Peter Parker, Spider-Man The Movie 2002

GEORGE HARRIS' SPIDER-MAN MACHINE

Word's out. Spider-Man's a biker. He was seen rolling up to the L.A. premiere of his own flick riding a wicked looking custom with webbed wheels no less. Wherever its designer and owner George Harris shows up, crowds gather, caught up in the silken lines of the bike and its super-hero theme.



George and his wife Jenni describe the reaction during its first week in the public eye. "In the short time the bike has been out on the streets (only a week), we can't even begin to explain the type and amount of attention this bike has received. We took it to Las Vegas and the whole Harley-Davidson restaurant cleared out to check it out, not to mention hundreds of tourists snapping photos."

George, who runs a motorcycle and hot rod design company called Mean Machines Custom Designs in North Hollywood, California, tells us about his very first ride on ol' Spidey, when, wouldn't you know, the red lights started flashing behind him. Pulled over by one of L.A.'s finest, he expected to have a ticket book stuck in his face for not having mirrors and turn signals. Instead it was a camera. "Can I take a picture of your bike for my kids?" the police officer asked. Yes, the bike has fans from all across the spectrum, young and old, biker and nonbiker. Call it universal appeal. It's a custom that really sticks in your imagination.

The Spider-Man bike project actually began more than five years ago, hatched in a room in George's house dedicated to the webbed hero including a large number of *Spider-Man* comics and memorabilia. George also credits his cousin "Donut" with getting the idea off the ground in the first place. George has been into sportbikes for many years, but Donut was into Harleys and got him hooked. The plan was for George to build a Harley custom to sell in order to finance his dream bike. But Fate intervened. On his very first ride on the custom Heritage Softail he had built, he was rear-ended by a drunk driver who totaled the bike. "First day out, shredded it," George says. The silver lining came in the form of insurance money that bankrolled the Spider-Man project. But then there were four years of false starts when the project languished in a couple bike shops without much progress. Then George hooked up with the right people, Walt Woodson at WW Custom Cycles in North Hollywood. "I told him I had designed a bike, had the blueprints, the parts, and needed him to slam it together for me. He said, cool."

WW would also lay on the basic paint while George's friend Pamelina handled the artwork and his partner Rene Mora did the special effects 3-D artwork that pops off the bike's tank plus the *Spider-Man* motifs laser-etched into various part of the bike. Additional engraving on the primary and rocker boxes is credited to Andrea's Fibercraft of North Hollywood. After the movie was released and the bike was finished, Chuck Zito (starring in HBO's *OZ*) suggested adding a tribute to the people of the Twin Towers, and George did just that.

Another of George's partners Danny Kay handled the bike's welding chores for the Mean Machines softail-type frame. As for the powerplant, George says, "These are Spider-Man motors." The bike has two of them, a 96-inch and 113-inch, along with two transmissions, a 5- and 6-speed. George laughs and says, "We built these Spider-Man trannies with back-angle cut gears. Both of them are badass trannies." And those web-inspired wheels were made for George by Performance Machine, his Spider-Man wheels officially appearing in their catalog as "Screams."

George and Jenni brought the bike out for the L.A. premiere of *Spider-Man* where hundreds and hundreds of fans drooled over the bike. And yes, George did it up big time, donning a full *Spider-Man* costume as he rolled up on the red carpet. In fact, it seemed everyone thought the bike was connected to the movie. Says George, "It was even featured on the TV news entertainment report. The best part of the night was when celebrities Kobe Bryant, Shaq, Lucy Liu, Will Smith, John Singleton, Darryl Hannah and Fred Durst all came off the red carpet to compliment the motorcycle and take pictures of it. It was great!" Oddly enough the case of semi-mistaken idea may become a reality as George has been negotiating with the film studio concerning the bike's appearance in *Spider-Man II*. Last time we looked the *Spider-Man* movie had topped the charts, grossing over $400 million. They can afford to pony up for George's bike. He's already got a couple more mega-bikes in the works, including one inspired by *The Incredible Hulk*, another blockbuster film about to be released.

George adds, "I've got to thank my wife for making the bike possible. She's my accountant and my business partner and 50% of Mean Machines."

This friendly neighborhood Spider-bike will be appearing at various comic book conventions and in the summer is scheduled for appearances in Japan along with his Hulk bike. You can reach George Harris' Mean Machines Custom Designs at 818-571-7544. *—Paul Garson*

Easyriders

passin' gas

Doctor Dave had sex with one of his patients and felt guilty all day long. No matter how much he tried to forget about it, he couldn't. The guilt and sense of betrayal was overwhelming. But every once in a while he'd hear that soothing voice within himself, trying to reassure him: "Dave, don't worry about it. You aren't the first doctor to sleep with one of his patients and you won't be the last. And you're single. Let it go."

But invariably the other voice inside his head would bring him back to reality: "Dave, you're a veterinarian…."

Steve Schwacke
Lanham, Md.

When the Reverend of the local church agreed to marry Nubs and his ol' lady, he stipulated that they abstain from sex during the engagement. A month later, he ran into them and asked, "How are you two? Have you managed to remain abstinent as I asked?"

Nubs replied, " 'Fraid not, Rev."

"What happened to make you stray?" asked the Reverend.

"Well," said Nubs. "The other day, the ol' lady was reachin' for cleanser on the top shelf and dropped it. When she bent over to pick it up, I lost control right there on the spot."

To this the Reverend replied, "Well, I'm afraid I can't marry the two of you then."

"Yeah, that's what I figured. They won't let us back in that grocery store, either."

Paul Bomersbach
Waynesburg, Pa.

Wrench and his ol' lady were celebrating her 40th birthday at a nice restaurant one evening when he asked, "So what would you like for your birthday, darlin'? A trip to Europe? A diamond ring? A Jag?"

The ol' lady promptly replied, "You know, Wrench, I've been thinking. What I really want is a divorce."

"Sorry honey," Wrench replied, "but I wasn't plannin' on spendin' that much."

"Big Jim" Overly
In the Bucket
Greensburg, Pa.

Tug walks into the local bar and asks for a bottle of whiskey and a glass.

"Somethin' wrong, pal?" asks the barkeep.

"Aw, it's my ol' lady. She's pissed off again," Tug explains. "The other day was my birthday so she got naked and told me I could do whatever I wanted with her."

"Nice," says the barkeep. "So what's the problem?"

"I sent her to her mother's house."

Rodney Hochstrasser
Greensburg, Pa.

Stroker got a phone call one evening from the rep of a company he had do some home repairs. "Mr. Stroker, our company replaced all your windows with triple-glazed models more than a year ago, and we still haven't received payment."

"Shit, I don't owe ya nothin'" protested Stroker, "You promised that these things would pay fer themselves in 12 months."

Don Ingle
Tennessee Colony, Texas

One night at the bar, two bros were discussing spicing up their sex lives when Chains says, "Last night I asked the ol' lady to do it doggy style."

"Well, did she go for it?" asked Bomber.

"Oh yeah, she did. It was doggy style awlright. I begged for it, then she rolled over and played dead."

Van Williams
Danville, Ill.

On the day God had finished explaining to Moses just how things are going to work with the chosen people of Israel, Moses had but one question: "Now let me get this straight," Moses says. "They get to keep all the oil, and we have to cut off the tip of our what?!"

David Chance
Ogden, Utah

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....George and Jenni Harris
City: .... Hollywood, California

General

Designer: ....George Harris/ Mean Machines

General

Fabrication: ......WW Customs/ Mean Machines
Year and make:........2002 WW/ Mean Machines Special
Model:....................Spider-Man
Assembly:................Mad Mike/ WW Customs
Time: ....4 years
Chroming: ....Astro

Engine

Year:..................................2002
Model: ......Spider-Man Custom
Rebuilder: ....Mad Mike
Ignition: ....Dyna
Displacement: ....(2 engines) 96 and 113 cubic inches
Lower end: ....S&S
Balancing: ......Mean Machines
Pistons:..............................S&S
Heads: ....S&S
Cam:..................................S&S
Lifters:...............................S&S
Carb(s): ....S&S E
Air cleaner: ....Rene
Pipes: ....Martin Brothers

Transmission

Year: ....2002 (both)
Modifications: ..back-cut gears
Shifting: ....Mean Machines custom foot controls

Painting

Painter:..............Walt Woodson
Color: ....Spider-Man special
Type: ....Sticky
Special paint:............Pamelina/ Rene Mora

Frame

Year:..................................2002
Builder:............Mean Machines
Type: ....softail-style
Rake: ....38 degrees
Stretch: ....2 1/2 inches
Shocks:..................Progressive

Accessories

Bars: ....Paul Yaffe Originals
Handlebar controls: ....Joker
Fenders: ....WW Customs/ Mean Machines
Headlight:................Arlen Ness
Taillight: ....Custom Chrome
Front pegs: ....Spider-Man
Rear pegs: ....Spider-Man
Gas tank:............WW Customs
Oil tank: ....WW Customs
Oil system: ....WW Customs
Primary cover: ......Spider-Man
Seat: ....Danny
Grips: ....Mean Machines

Forks

Type: ....Spider-Man
Extension: ....wide
Builder: ....Spider-Man

Wheels

Size: ....21 front/18 rear
Type:......Performance Machine
Tires: ....Metzeler
Brakes: ..Performance Machine
Photographer: ....Bob Weston

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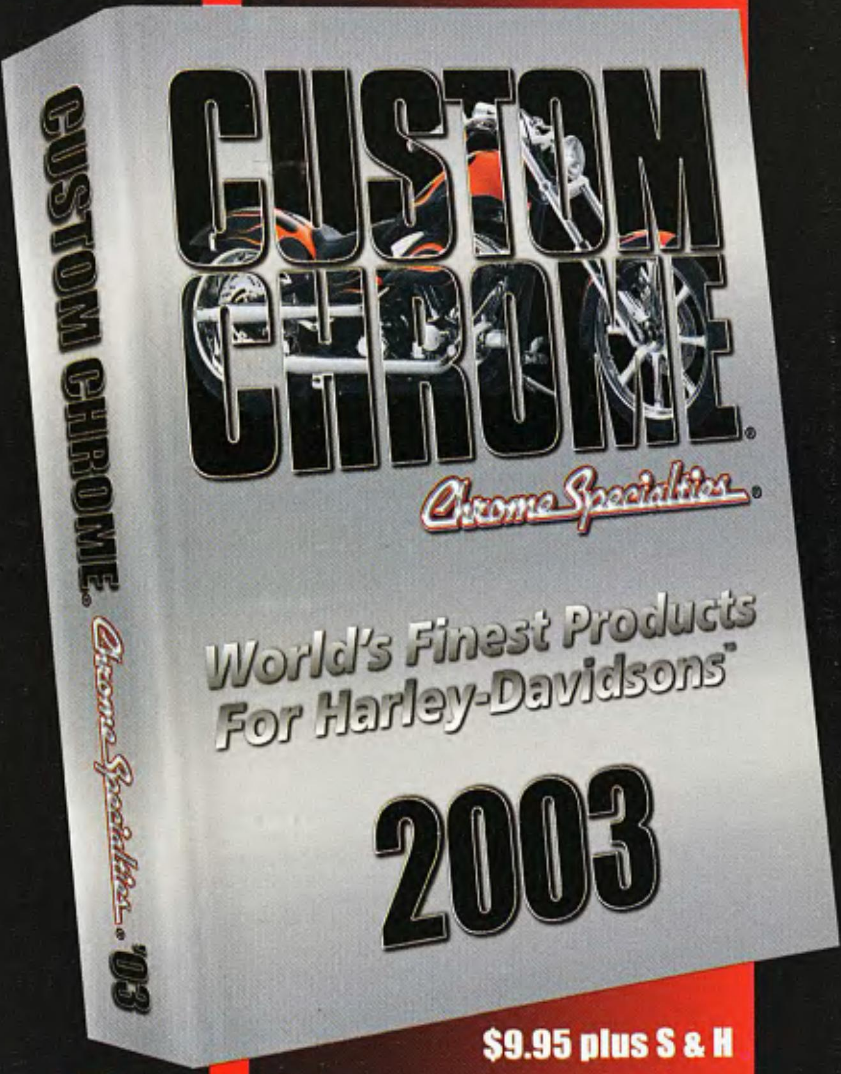

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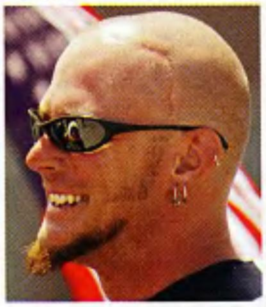
The idea of United We Ride was to get a bunch or riders together and ride motorcycles while helping others. Sure, it's been done before by bikers all over the country, but this ride is different. United We Ride began after the horrifying events of September 11, 2001, when a group of Colorado riders rode together to raise money to help the victims of 9/11. Thanks to the combined efforts of Denver-area Harley-Davidson dealers such as Freedom H-D and Mile High H-D, and area H.O.G. Chapters, over 5,000 riders brought in over $39,000 in relief funds.

Denver biker David Przygocki told us that the group that organized the first United We Ride event sorta stayed together after the success of their run and decided to do it again every year. The pictures you're looking at were taken by Michael Lichter during last year's ride, which was sponsored last



UNITED WE RIDE

BIKERS HELPING KIDS

ROAD CAPTAIN
ROAD WARRIOR
CHAPTER SUPPORTER

June 21 by Sun Microsystems benefiting the Missing Children's Task Force, Make a Wish Foundation, and the Church of the Wind. "We wanted to help the kids," David told us. And help they did.

Believe it or not, it can get hot in Denver during the summer and it was around 120 degrees on the day of this ride. But a good putt for a good cause, plenty of food, music and merriment is reason enough for any biker. Special thanks go out to Dave Rogers of the Missing Children Taskforce for making this run happen. At the end of the day over 750 riders raised over $24,000 for the kids.

For 2003, United We Ride is planning their biggest event ever. Riders will come in from all around Colorado, converging on the Colorado Speedway on June 28. There will be aftermarket companies, vendors, food, drink, live music and even short-track car races. You can't beat that. For more information visit their Web site at: www.lets-ride.com/unitedweride.

—Phantom

Photos: Michael Lichter

Desert warriors with their war-ready camo *Easyriders*. —*Staff Sgt. Michael McCullough, USAF, Kuwait*

Vampin' it up. —*Ricky Akridge, Dothan, Ala.*

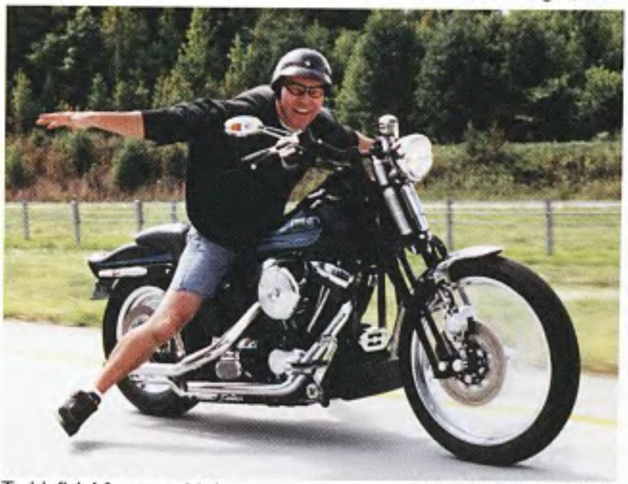
Ride on, Cap'n. —*Bret Brandt, da road, Iowa*

Steve and Nick gettin' high (285-ft.) on the good stuff. —*Al Dennison, St. Ann, Ill.*

Babe alert at Cyclemania! —*David and Stacey, Chesapeake, Va.*

Sommer, someone's shop mouse. —*Doc Block, Las Vegas, Nev.*

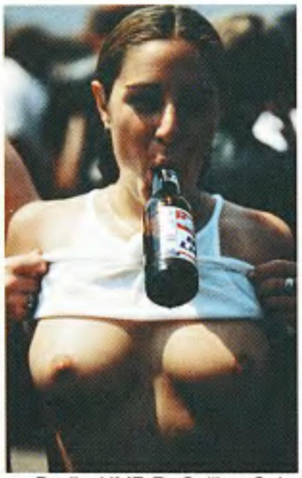
Wedding ride: 8-12-00. —*Mike and Kelly Cannistra, Milwaukee, Wis.*



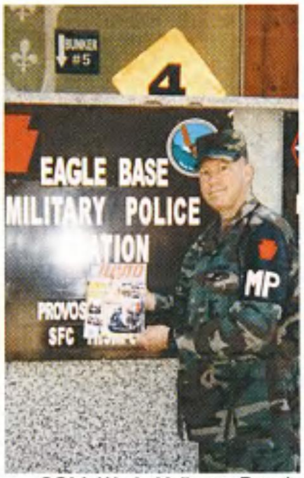
Todd, flyin' free as a bird. —*Low Life, Reeds, N.C.*

Welcome to Armageddon. —Robert Weinshenker, Chesterfield, Mo.

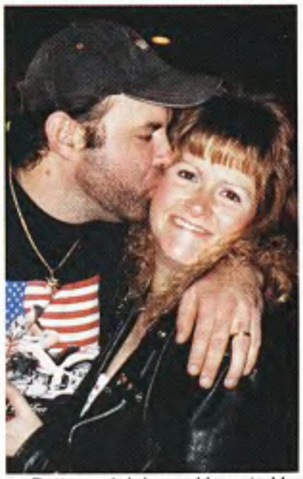
—Burt Pinkston, Myrtle Beach



—Paulie, UMF, Ft. Collins, Colo.



—SGM. Wade Heilman, Bosnia



—Patty and Johnny, Hampt., Va.

Ol' warriors: U.S. Military Vets MC, Fla. —Katmandu, Ft. Pierce, Fla.

It ain't easy bein' green. —J. Michael Johnson, Biketoberfest 2002

"Okay, Islanders, say, 'Lefthand monkey wrench.'" —*Burt Pinkston, Islanders MC, Staten Island, N.Y.*

Standard Wyoming Wednesday apparel. —*Gene Slater, Hulett, Wyo.*

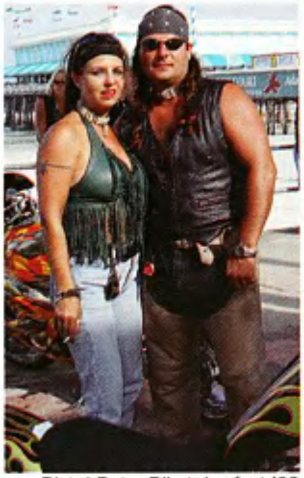
Rollin' on at Rolling Thunder XV. —*Cindy Nocente, Washington, D.C.*

We all miss Sturgis. —*Mike Johnson, Pawhuska, Okla.*

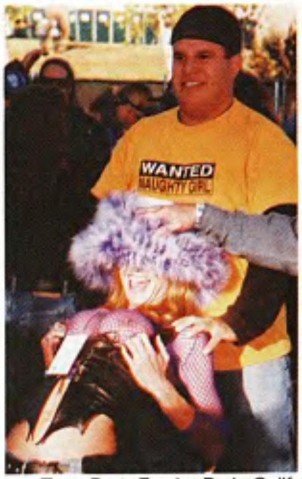
California ABATE Local 1, Skid Row Run 2002. *—Ken Karagozian, Los Angeles, Calif.*

—Low Life, Carolina Back Roads

—Shelia Brannon, dirtin' it, Tenn.



—Pistol Pete, Biketoberfest '02

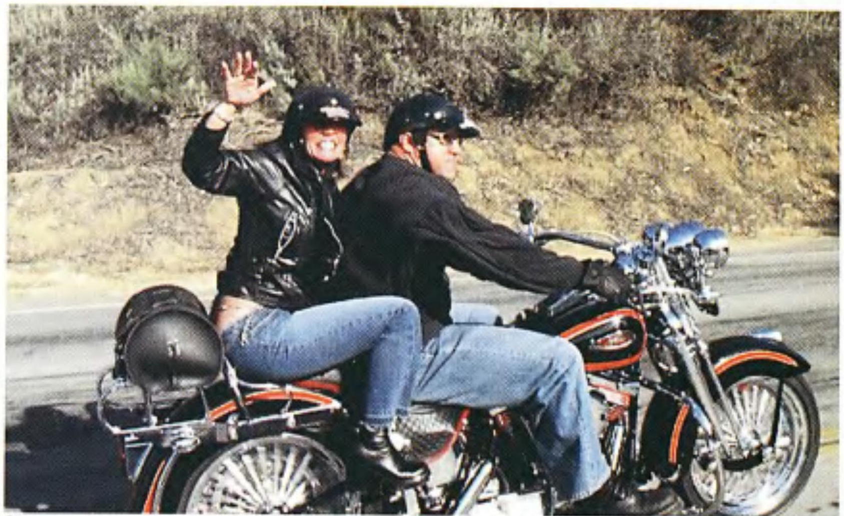


—Terry Bert, Frazier Park, Calif.

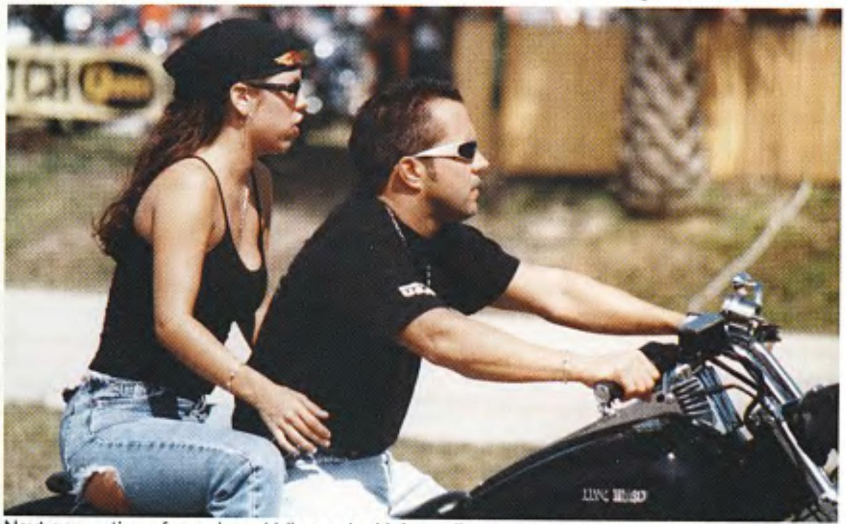
Ride on, brother. *—Jeff, Greg, Celia, Brian, Mia, Carl, Arlington, Va.*

Vrooom with a view. *—T.J. and Jackie, first lust, Niagara River, Ont.*

—J. Michael Johnson, Cherokee Fall Rally



Summer fun run to Sagebrush Cantina. —*Jerry Blanks and Robbie, Redondo Beach, Calif.*



Next generation of new-breed bikers—lookin' good! —*Foto Frank, Daytona Beach, Fla.*

Party animals. —*Vinnie Stilwell, Wilson, N.C.*

Posin' pretty at Biketoberfest '02. —*Kim Geiselman, Providence, R.I.*

Group grope, er, shot of USMVMC. —*Katmandu, Fort Pierce, Fla.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

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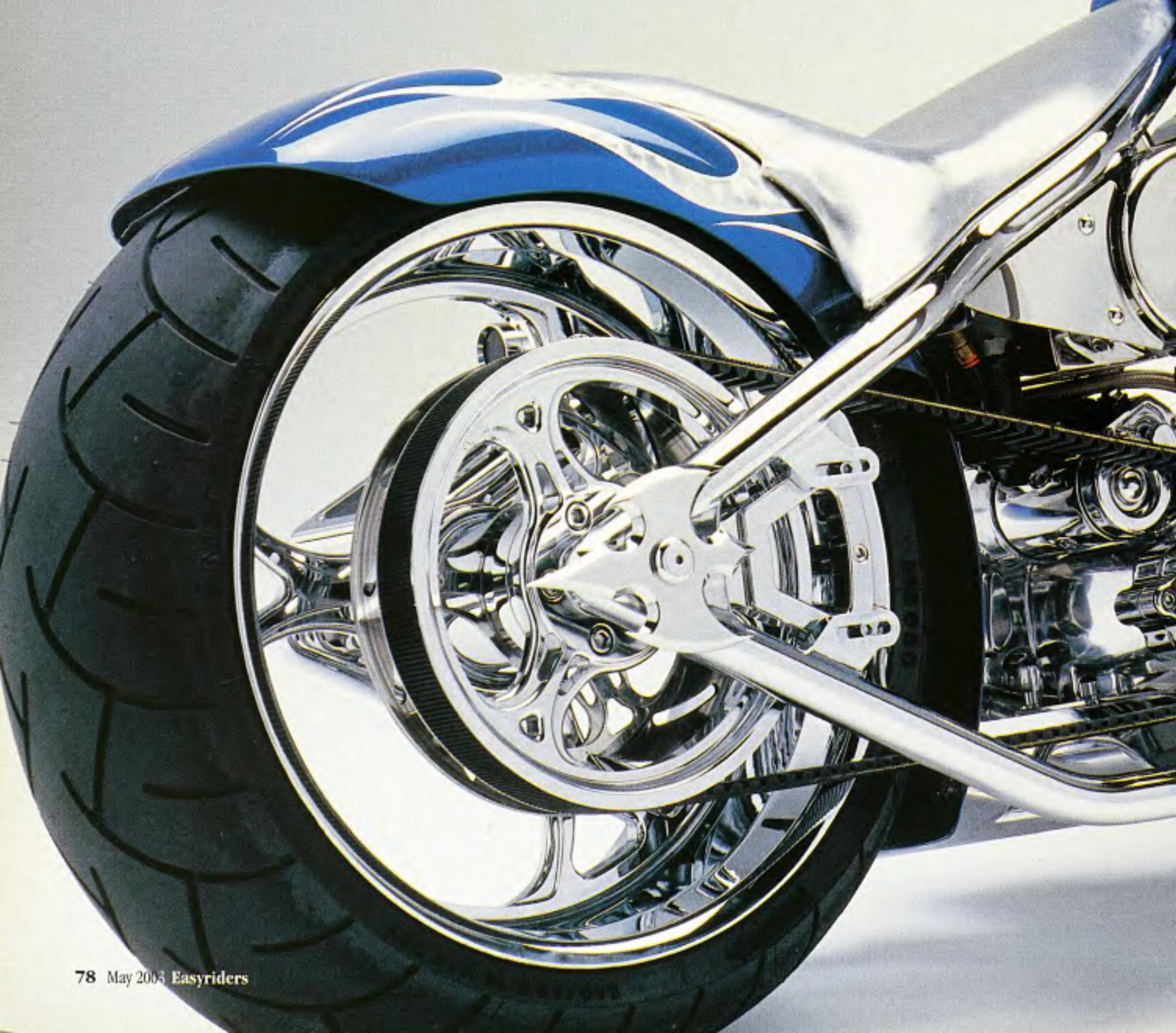
Dicey Hot

Indian Larry has been customizing motorcycles since he was just a kid in the '60s, and by the '70s he was up to his neck in it. Influenced by Ed Roth and Von Dutch, he takes the esthetics of that '50s and '60s genre, combines them with today's technological advances, to bring customizing to a new level.

What makes a custom creation a work of art is the multitude of details that flow into the whole of the design. The paint on this gorgeous motorcycle is the work of Robert Pradke, of Custom Auto Design, and the technique used harkens back to the Victorian Age. Back then, sign painters mastered the use of gold and silver leaf to produce elaborate and beautiful work. Later-day artists like Von Dutch and others built upon that legacy, applying these sign painting, lettering and pinstriping skills to the burgeoning car and bike customizing craze,



creating what we now call the Kustom Kulture scene.

Robert laid down a flawless House of Kolor cobalt blue paintjob on the fenders and tanks. He then applied silver leaf flames meticulously to the panels. Entirely by hand, he burnished an engine turned design into the delicate silver leaf. Pinstriping was added to define the flames and the job was then cleared with urethane. Silver leaf is so fine that the individual layers are about 30 millionths of an inch thick. You cannot handle it with your hands, so the artist relies on static electricity permeating the bristles of a brush to pick up the silver leaf and attach it to glue-like sizing on the panel. The engine turned design is applied with a brush, the shape of a pencil eraser, which is spun on the leaf leaving a fine impression—one dot at a time. Looking at the area covered on this bike, the amount of time that went into the job is mind boggling.

Indian Larry is renowned for his sanitary and sparing use of wiring and extraneous bullshit on the bikes he builds. Note that all the wiring and hydraulic lines are run internally through the Rolling Thunder frame, which was built to his specifications. Every weld was ground, then highly polished before the frame was chrome plated. A Gasoline Alley bike uses the finest aircraft hydraulic fittings. They boast that the cost of fittings alone is more than most people spend on custom paint.

One of the disadvantages of the use of extra-wide tires on bikes is the requirement of offsetting the engine and trans to

accommodate the extra width. Baker drivetrain came up with an elegant solution with their right-side drive tranny, which allow the engine and trans to return to the center position in the cradle, creating a well balanced, and consequently better handling bike.

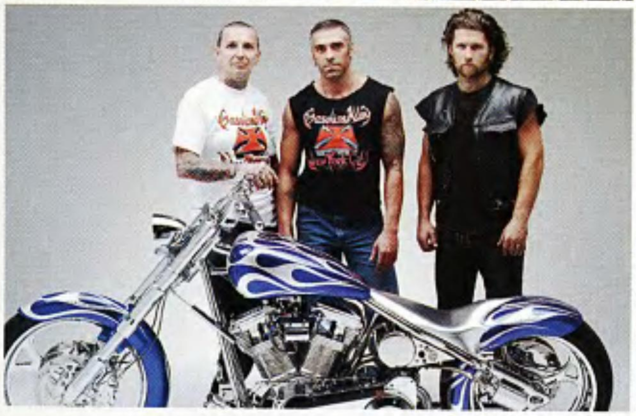
Using the right-side drive unit left two open holes in the primary that the belt would normally come out of, and that bothered Larry. He decided that to fill them he would fabricate a set of pipes that come off the engine, under the trans and out through the primary. This was extremely tricky, in some places the clearances are as close as a 1/16 of an inch. He was concerned about the problem of different length tubing unbalancing the exhaust flow from the engine, but in the end it worked out beautifully.

At Gasoline Alley they generally use S&S engines in their bikes, which they assemble in-house. The customer wanted to go with Nigel Patrick's billet motor in this one. Though Larry did replace some of the hardware on the motor, it was strictly for cosmetic reasons. Otherwise he just plugged it in the frame, pre-oiled the pump, and fired it up. They are very happy with the quality of these engines. An Indian Larry trademark is the extra large automotive-type oil filter, hanging in the breeze. He says it's just smart insurance. Motorcycle engines are expensive, the large filter adds a quart of oil capacity and mounting it to the side eliminates the need for an oil cooler.

Paul Cox designed the seat on the motorcycle. It is the first of it's kind, so unique he has a patent pending on it. There is an air bladder built into it, with an on-board air compressor. You pump up the little air bags, and ride on a cushion of air.

Gerard Mortillaro, Indian Larry and Paul Cox are partners in Gasoline Alley NYC, the largest custom shop in New York City. Occupying a 5,000-square-foot former warehouse, they build about a dozen bikes a year, for an exclusive clientele. The shop also houses a full-service facility, and they are now manufacturing a growing list of parts. A Gasoline Alley bike is not a rolling chassis with a different paintjob. Every bike built there is a one-of-a-kind, handcrafted masterpiece. *—Kit Maira*

You can reach Gasoline Alley by calling 718-609-9184, or visit their Web site at: gasolinealleynyc.com



Owner: ....Gasoline Alley NYC
City: ....New York City

General

Fabrication:......Gasoline Alley NYC
Year/make: ......2002 Gasoline Alley
Model: ....240 Rigid SoftRide
Assembly: ....Gasoline Alley NYC
Time: ....3 months
Chroming: ....Wilco

Engine

Year: 2002
Builder: ....Patrick Racing
Displacement:.......113 cubic inches
Cam: ....Patrick Racing
Carb: ....S&S Super G
Ignition: ....Dyna S
Pipes: ....Gasoline Alley NYC

Transmission

Make: ....Baker right-side drive

Painting

Painter: .... Robert Pradke/ Custom Auto Design
Color: ....cobalt blue over flake
Type: ......House of Kolor, Urethane
Special paint: ..engine-turned silver leaf flames

Frame

Maker: ....Rolling Thunder
Type: ....rigid
Rake: ....40 degrees
Stretch: ....2 inches legs, 2 inches backbone
Other alterations: ......all wiring and hydraulic lines through frame, chromed

Accessories

Handlebars: ....drag
Risers: ....6-inch Billet Concepts
Handlebar controls:....Performance Machine
Fender: ....Gasoline Alley NYC
Headlight: ....5 3/4-inch billet
Taillight: ....Gasoline Alley NYC
Speedo: ....none
Pegs: ....Performance Machine
Foot controls: ....Performance Machine
Gas tank: ....Independent
Oil tank: ....Diamond Chassis
Oil system: ......Gasoline Alley NYC
Seat: ......Paul Cox Custom Leather
Mirrors: ....none

Front end

Type: ....55mm inverted
Builder: ....Storz/Ceriani
Special Features: 2-inch extension, chrome dual disc

Wheels

Size: ....21-inch front/18 rear
Hub: ....Arlen Ness/ Gasoline Alley NYC
Tires: ....Metzeler
Brakes: ....Performance Machine
Photos:........................Don Rogers

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Meet December's Winner

Your December Fox Hunt winner, the lovely Jennifer, actually reads this magazine! Now, that could be a good thing, or a bad thing—depending on your point of view. See, by reading the magazine, she believed it would be in her best interests to NOT be left alone with our "chaperone." At least that's the feeling we got. Maybe it was because the guy hadn't showered in a couple of days...who knows. Anyway, Ol' Jen here just followed him everywhere instead of bein' in the same car as the guy—we can't blame her. However, all was not lost. Ya see, the day of Jen's shoot was the same day that folks from the Speed Channel showed up to do a little "behind-the-scenes" look at a Fox Hunt shoot. So, Jen really made out. And once we asked her to leave the cameraman alone, we got on with our shoot. Jennifer was teamed with our ace-in-the-hole photog, Rick Hustead, and Seth Enslow—an extreme motorcycle daredevil jumper, making a name for himself all over the place! Check out the results on Page 98. You won't be disappointed. —*Al Kyda*

Amy—Minnesota

#501

"It was during a Toy Run and I couldn't get enough. Now I have my own 883 my husband and kids bought me for Mother's Day."

Brenda—Florida

#502

"I remember smiling a LOT on my first ride. It made me feel very free being in the wind. It was just very erotic."

Beth—Texas

#503

"I enjoyed having such an expensive vibrator between my legs."

Janet—Illinois

#504

"My first ride was with my gorgeous neighbor who, after several months, became my husband."

Daina—California

#505

"My first ride was with my husband, but I felt like I was missing something. Now that I have my own bike, I get to experience the sensation all by myself."

Julie—Geogia

#506

"I never understood why so many women, riding on the back of Harleys, were smiling. Then I got my first ride...it's a never-ending orgasm!"

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone, and deluxe accommodations at a hotel—with indoor plumbing, even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #359 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes April 1, 2003. The voting deadline for this month's crop of cuties is April 30, 20031. We'll announce the winner in the September 2003 issue.

Here she is, your January 2003 monthly Fox Hunt winner, Luci, Number 104, from Charlotte, North Carolina. Come back next month and see a lot more of her next issue.

359

FOX HUNT
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91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Date of Birth __________ I am __________ years of age
I will pose nude __________ Topless only __________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

Advertisement

Jamie Ireland is a freelance writer in the areas of sex, fitness, romance, and travel.

The inside story on money, power & PIT STOP HEALTHY SEX

by Jamie Ireland

Learning "The Ropes"...

This month I got a letter from a reader in Texas, about a "little secret" that has made her love life with her husband absolutely explosive. (Those Texans know their stuff, let me tell you.)

Tina writes:

Dear Jamie,

Last month, my husband returned from a business trip in Europe and he was hotter than ever before. The power and sexual energy that he suddenly had was even more than when we first started making love almost 10 years ago! It was incredible. He flat wore me out! And the best part of it all – he was having multiple orgasms. I know what you're thinking, men don't have multiples. That's what I thought too, but trust me, he was and his newfound passion and vigor was such an incredible turn-on to me also, that before we knew it we were both basking in the glow of the best sex of our lives.

We'd tried tantric stuff in the past and the results were so-so. But this was something new and exciting, completely, out of the ordinary. After a few days, I asked my husband what had created such a dramatic change in our lovemaking, and he told me he'd finally learned "the ropes."

On the last night of his business trip, my husband spent an evening dining out with a Swedish nutritionist and his wife of nearly 20 years. The couple was obviously still quite enamored with each other, so my husband asked their secret. The nutritionist told him their sex life was more passionate than ever. Then he pulled a small bottle

from his satchel and gave it to my husband. The bottle contained a natural supplement that the nutritionist told my husband would teach him "the ropes" of good sex.

My husband takes this supplement every day. The supply from the nutritionist is about to run out, and we desperately want to know how we can find more. Do you know anything about "the ropes" and can you tell us how we can find it in the States?

Sincerely,
Tina C.
Ft. Worth, Texas

Tina, you and the rest of our readers are in luck, because it just so happens I do know about "the ropes," and the supplement your husband's Swedish friend likely shared.

The physical contractions and fluid release during male orgasm can be multiplied and intensified by a product called Ogöplex Pure Extract™. It's a supplement that will most certainly trigger much longer and stronger orgasmic experiences in men. The best part, from a woman's perspective, is that the motion and experience a man can achieve with Ogöplex Pure Extract can help stimulate her own orgasms, bringing a whole new meaning to the term *simultaneous climax!*

The term used by the Swedish nutritionist is actually fairly common slang throughout Europe for the effect your husband experienced. The enhanced contractions and heightened orgasmic release are often referred to as ropes because of the rope-like effect of release during climax. In other words, as some people have said, "it just keeps coming and coming."

As for finding it in the states, I know of just one importer, Böland Naturals, Inc. If you are interested, you can contact them at 1-866-OGOPLEX or Ogoplex.com. Ogöplex tablets are pure flower seed extract and are safe to take. All the people I've spoken with have said taking the once-daily tablet has led to the roping effect Tina described in her letter.

Aren't you glad you asked?

Jamie Ireland

Jamie Ireland

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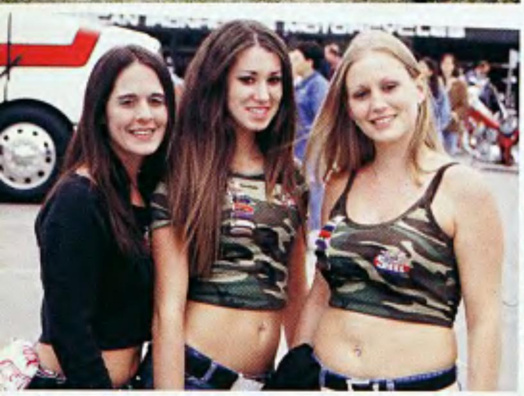
The name New Orleans alone conjures up images of intoxication: deliciously spicy Creole cooking, exotic drinks, parties that never seem to end, mysterious voodoo, sultry women, Bourbon Street…yeah, New Orleans is an adventure right out of the gate, even before you get there. But when you mix all that with the biggest little motorcycle rally in the U. S. of A., the Steel Pony Express, you get a pretty good idea as to why God musta been a Southern biker.

After landing at Louis Armstrong Int'l Airport, our first stop was at Street Eagle of New Orleans on Veterans Blvd., not far from the airport, where they had a brand-new Dyna Wide Glide waiting. Paul and Dimitri, who run the place, provided a helmet, even though Louisiana doesn't have a law enforcing helmet use. Riding lidless was just the first step into the above-mentioned paradise. Off we roared

PARTYING IT UP NEW ORLEANS STYLE

STEEL PONY EXPRESS



into the Maison Melrose in the French Quarter, the starting point for a weekend of utter biking bliss.

The French Quarter, or Vieux Carre, is the oldest part of the Crescent City and was originally settled by the Spanish as a center for their burgeoning slave trade, then taken over by the French, and finally purchased by the United States. Its long and complex history and its many cultural influences can be seen, heard and smelled at every corner. This was also where the Steel Pony Express had its official welcome party at the Temptations Gentlemen's Club in the center of the old Quarter. Free food and admission to all rally attendees was only a small part of what the organizers had in store there. Lots of beautiful women and a turn-of-the-century ambiance (no, not this century) made the event an unforgettable experience. And did I mention the free food?

If you were lucky enough to get a good night's sleep and managed to leave your hangover at home (or in your hotel room) the next morning, you were in a good position to arrive at Zephyr Field bright-eyed and bushy-tailed, and ready for action. That would have been a good thing, because there was action aplenty.

Day 1., which would have been Friday, started with the registration, which sounds really boring, but it got you onto the grounds, where you were immediately surrounded by more than 200 manufacturers and vendors spread throughout the field. If you were hungry, there was plenty of that delicious Creole and Cajun stuff, like red beans and rice, gumbo, smoked sausage, oysters, jambalaya, white chocolate bread pudding, fresh seafood, and even alligator meat…which tastes just like chicken.

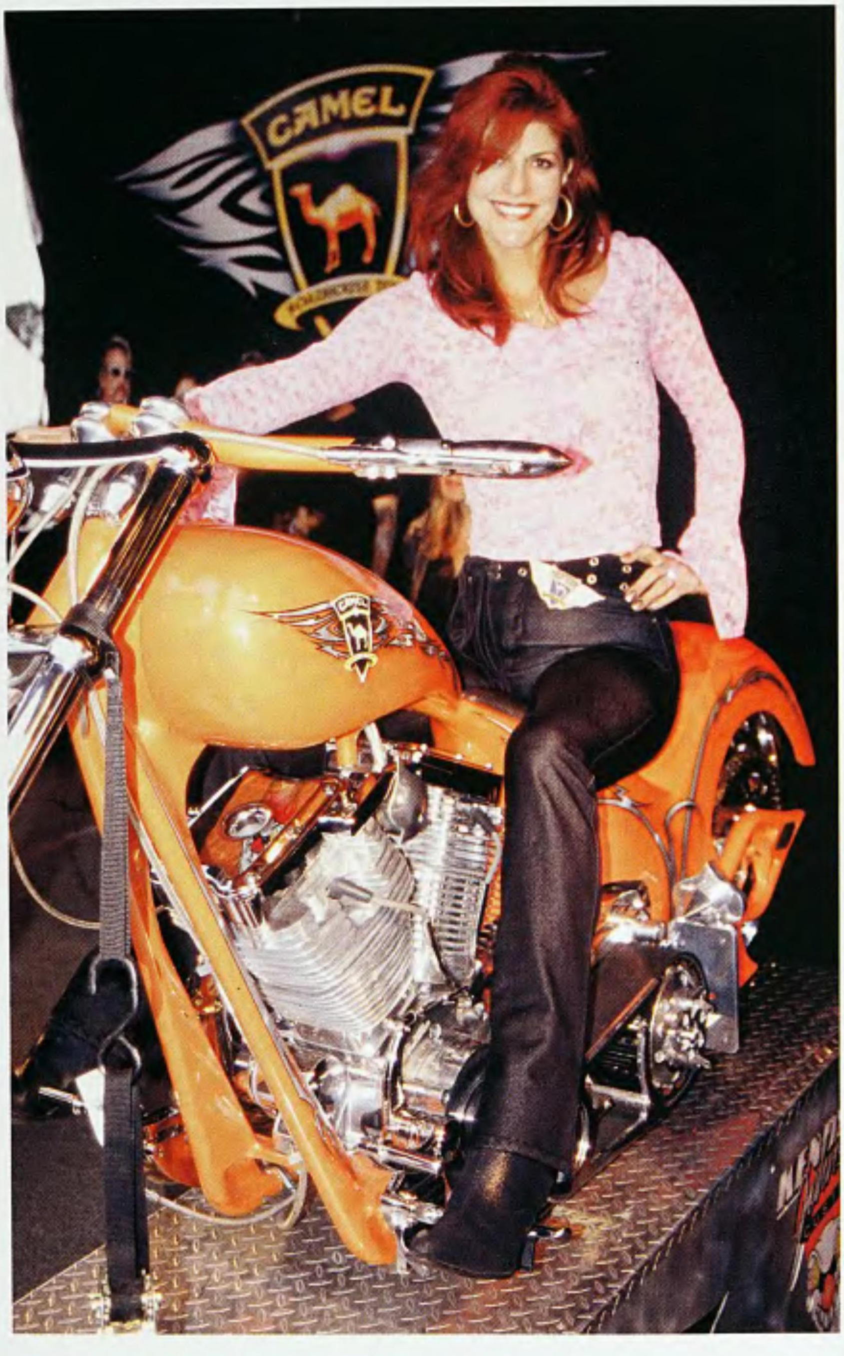
After that, you could take a nap in the warm New Orleans sun, or check out and listen to the tunes of Walter "Wolfman" Washington, Jamie Bergeron and the Kickin' Cajuns, or the Charlie Daniels Band (later on that evening). Or you could check out Rhett Rotten and his Wall of Death, and I gotta tell ya, he puts on a helluva show, ridin' on that wall with no legs, no hands, sideways, upside down (or so it seemed), and any which way you can think of. And after that? There's nothing like a night of debauchery in the French Quarter.

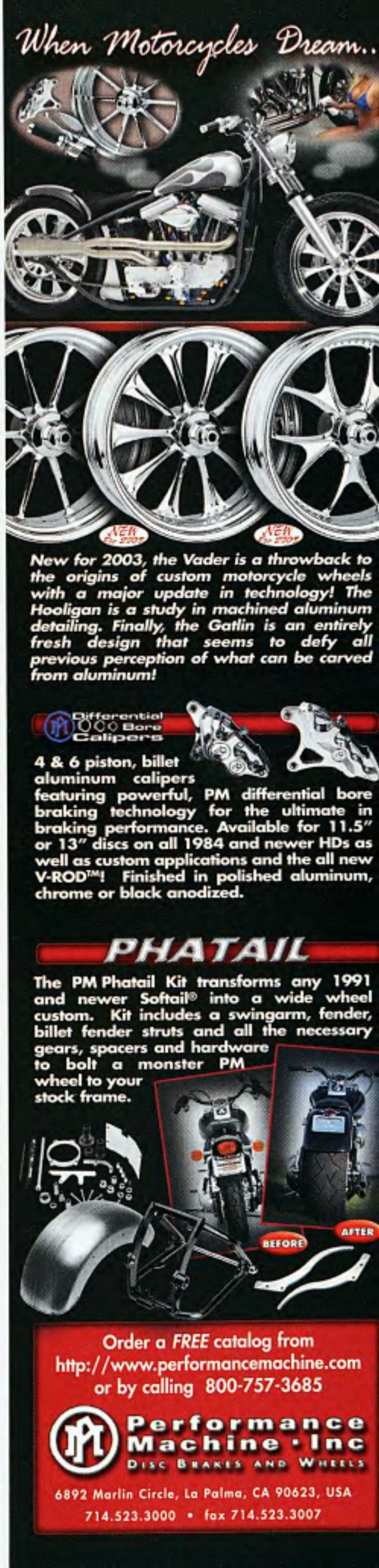
Anyway, Saturday came and with it a biker brunch, accompanied by the live sounds of Charmaine Neville. We missed that one, due to circumstances beyond our control, but did make it to the ride-in bike show, which was pretty nifty and gave you a good idea of what the cool biker in the deep South rides these days. Back for more good food and the inaugural New Orleans Themed Bike Games, where they had such entertaining highlights as the Beignet Bite or the Louisiana

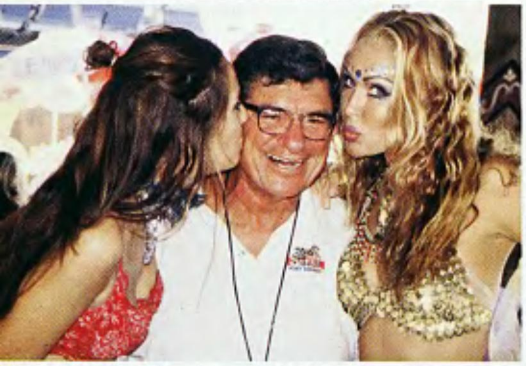
Road Kill game…yeah, well, you just had to be there. Oh yeah, there was an oyster-eating contest, too, but I gotta tell you, it ain't for those with a weak stomach. Or a hangover...that's all I'm gonna say.

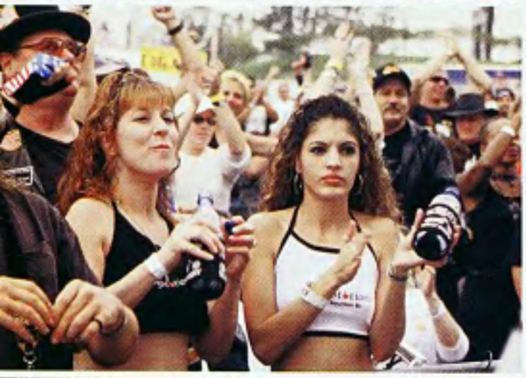
Entertainment-wise, the crowd was wowed with some more homegrown tunes until the evening came and the legends Leon Russell and Edgar Winter heated up the night with their explosive sounds. Well, Edgar can be explosive, I guess. Leon was a bit more subdued, but no less entertaining and awesome. Delta Lady has never sounded so good.

I'd like to tell you what happened at the Quarter that night, but hell, I wish I knew. So let's just move on to Sunday and the great parade ride along the Mississippi with folks like Eddie Trotta, Kendall Johnson, Jim Nasi (who also were on hand throughout the weekend as part of the Camel Road House), Kyle Turley of the New Orleans Saints, Branscombe Richmond, Walton and Johnson, Rockin' Dopsie, and the lovely Linda Constanza. You might not know her, but I can tell you from personal experience that she's very sweet and knows how to sit on the back of a bike really well. She also works for Scooter Promotions, the very folks who put on this great rally.









Back on Zephyr Field, the stage was set up for some more heart-stopping entertainment, this time presented by Branscombe Richmond and his Renegade Posse who churned the crowd into such a frenzy that we expected oodles of panties to hit the stage at any moment. Fortunately, Branscombe mellowed them out again by giving away a bunch of prizes, like a guitar autographed by all the major rock bands performing at the rally, a bunch of leather, and even a 2003 Dodge Ram Quad Cab with a Steel Pony Express paint job. After that, .38 Special got on stage and rocked the place until the party was over.

Then, there was that darn French Quarter again…I think. Anyway, luckily, the weather gods kept their trick bag tied up for most of the weekend, although they'd sent a small hurricane across town just days before. The promoters, Karol Brant and Gary Sullivan, quickly hired a couple of helicopters to hover above the field and dry it up, so by the time the show got underway, most of the field was ready to be trampled by the thousands that were expected.

The Steel Pony Express was founded about 10 years ago by Karol, who at the time was a promotions director for New Orleans-based WCKW FM. Back then, she called it Dogs on Hogs, and it was a motorcycle ride benefiting the local Children's Hospital. Good things tend to grow, and Karol had to move the show to a different, larger venue almost on an annual basis.

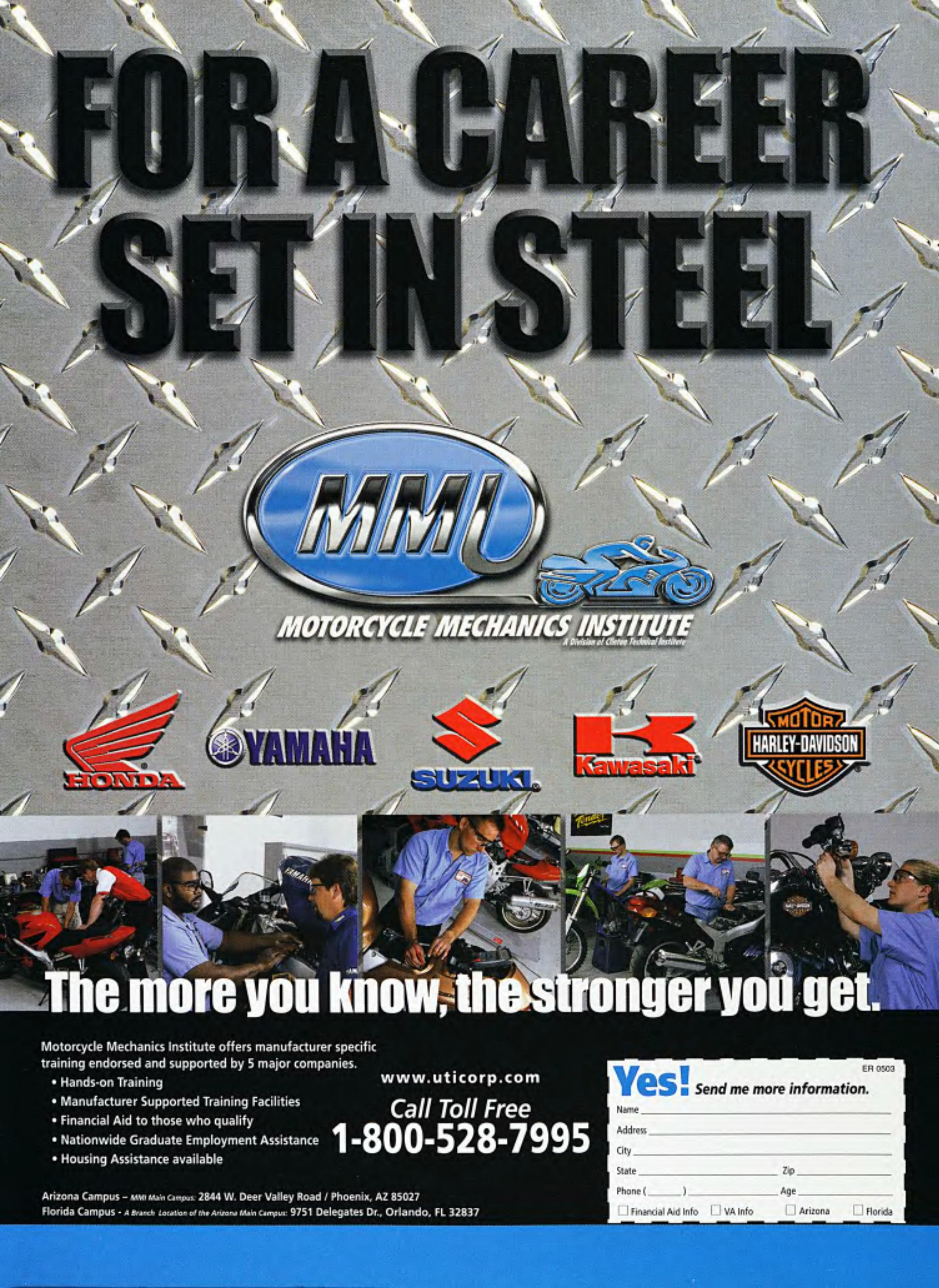
Which is why this year, if you look for the Steel Pony Express at Zephyr Field, you'll be the only one there; the rest of the crowd will be partying it up New Orleans style at the University of New Orleans Field on the shores of Lake Pontchartrain, where they can earn their doctorate in motorcycology while imbibing beer and hurricanes, eating jambalaya, and listening to Leon Russell preach the gospel…or blues.

So, if you happen to have some time off come October, like from the 23rd through the 26th, then by all means, come down to N'awlins for the sixth annual Steel Pony Express and make your fantasies come true.

—Tripper

If you're planning on making it to the Steel Pony Express this year, and you need to rent a bike, be sure to call Paul or Dimitri at Street Eagle of New Orleans: 866-265-1056, or go to www.streeteagle.com. And for general info about this rally or any other event the folks at Scooter Promotions are doing in New Orleans, surf on over to www.scooterpromotions.com. They'll be happy to help you out.

Photos: Kai R.



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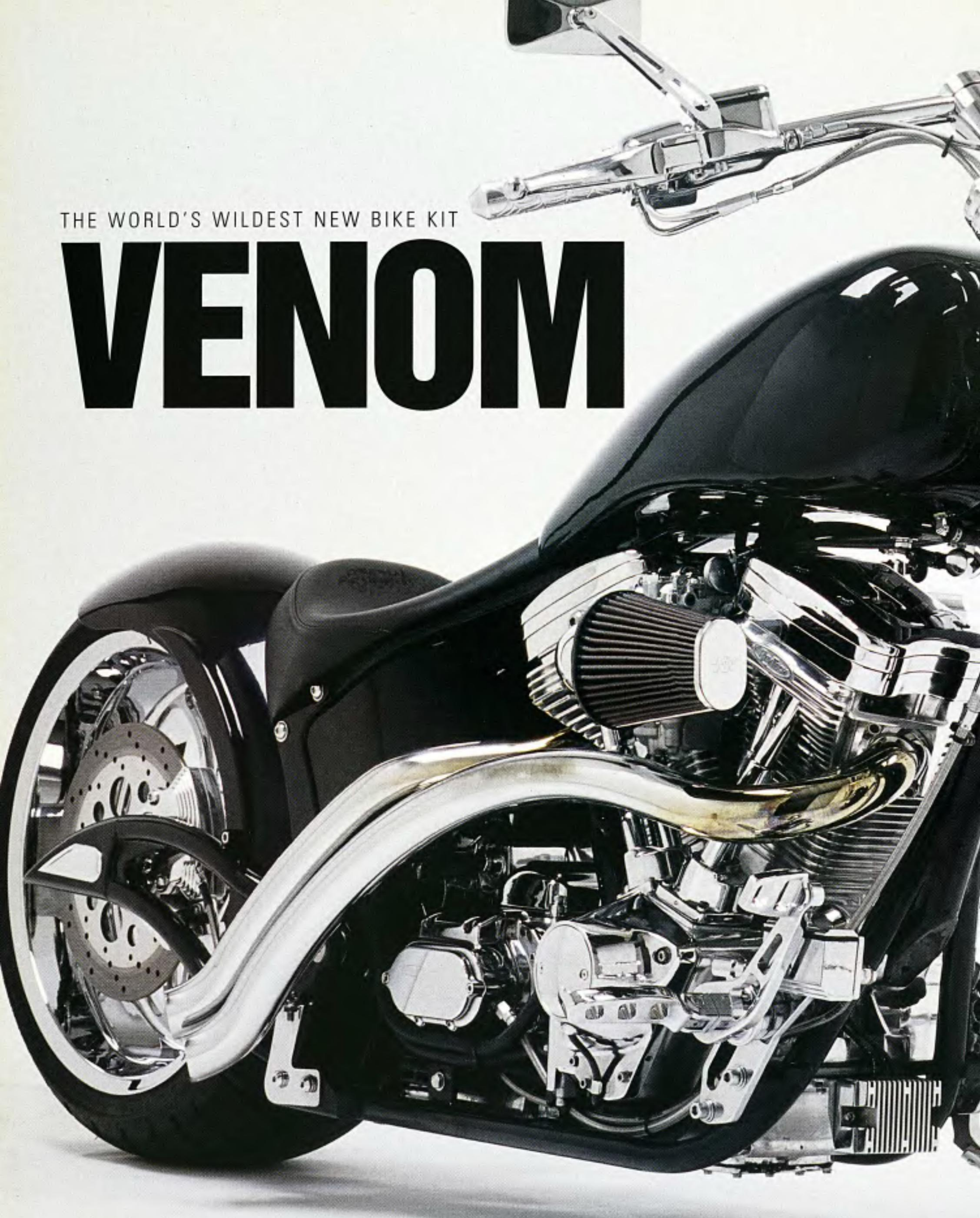
THE WORLD'S WILDEST NEW BIKE KIT

VENOM



Kevin Alsop is building a legend, making a myth, creating a name for himself and his company Big Bear Choppers of Big Bear, California, by designing the world's wildest bike kits. It's true. Take a look at his latest bad boy design…the Venom. Its bite is lethal.

This sleek sled sure doesn't look like a bike in a box and for good reason. Kevin and his top-secret team in Canada start each new design with a clean canvas to dream up awesome rides like this one. The Venom frame and its signature wicked swingarm sets the stage for the badness to come. All the sheet metal is made to flow with the concept of a lean and mean streetfighter that takes no prisoners.

You can buy a bare-bones Venom frame, rolling chassis or a complete kit which includes a RevTech 100-inch or S&S 107- or 113-inch motor, RevTech or Baker 6-speed tranny and quality Pro-One components. Kevin and his crew can also build you a Venom to order in both pro-street and chopper configurations. Best of all, the Big Bear Choppers that Kevin builds are registered as manufactured motorcycles so you won't have trouble getting your scoot licensed and insured.

We wanted to offer you a sneak peak at the new Venom but look for a full bike feature right here in *Easyriders* in a few months of a truly one-of-a-kind show winner that Mr. Alsop is building under the cloak of darkness right now (Code name: Copperhead).

For details on the new Venom as well as Big Bear Chopper's Reaper line and their Custom Chrome Bike Kit program, visit www.bigbearchoppers.com or call Kevin at 909-878-4340.

Once this Venom gets under your skin there'll be no turning back. —*Phantom*

Photos: Markus Cuff

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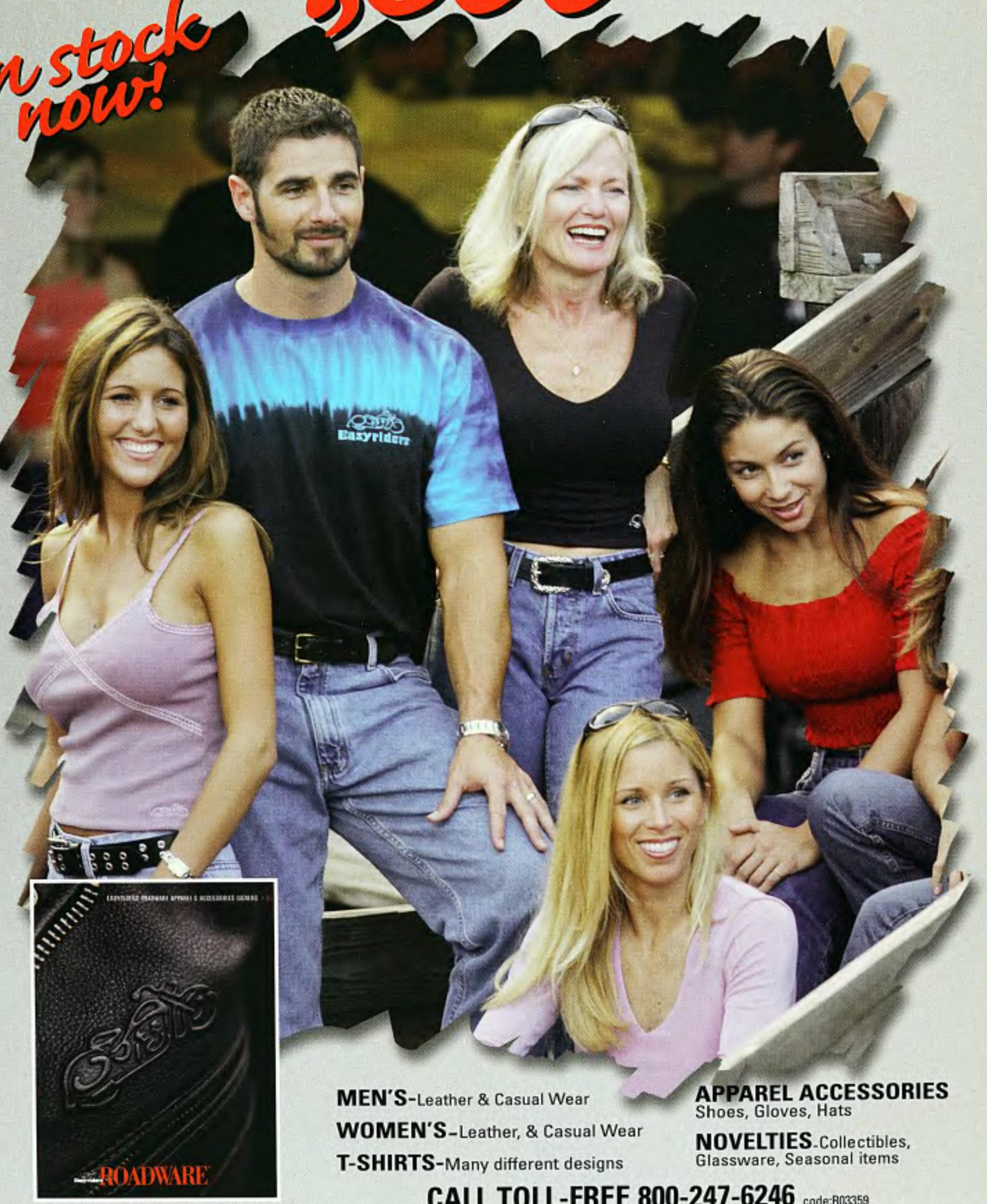

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A MATT HOTCH MASTERPIECE

PRETTY SLUT

Seth Enslow is not a pro motocross rider, but he plays one on TV. In case you're new or something, Seth is a motorcycle daredevil stuntman who is on track to put his name in the record books for long-distance motorcycle jumping.

When he smashed the 226-foot mark, everything was going according to plan, right up to the landing. That's when his bike literally broke in half. What looked at first like utter defeat, turned into an amazing show of gonad-fueled glory as Seth jumped up smiling and signing autographs, proving that he is at least as sick and twisted as the steel-nerved riders that tried it before him. When he was 19 years old, he found himself high in spirits and oozing riding talent, but low on funds in sunny Sunny SoCal. With no sponsorship, a factory ride seemed untouchable, so Seth got hooked up with Ms. Dana Nicholson of Fleshwound Films (www.fleshwoundfilms.com) and traveled the world doing extreme jumps wherever he could. See him in action in the *Crusty Demons of Dirt* videos, or take a look at *Seth the Hard Way* to see him doing the sickest, most unimaginable tricks ever attempted on two wheels.

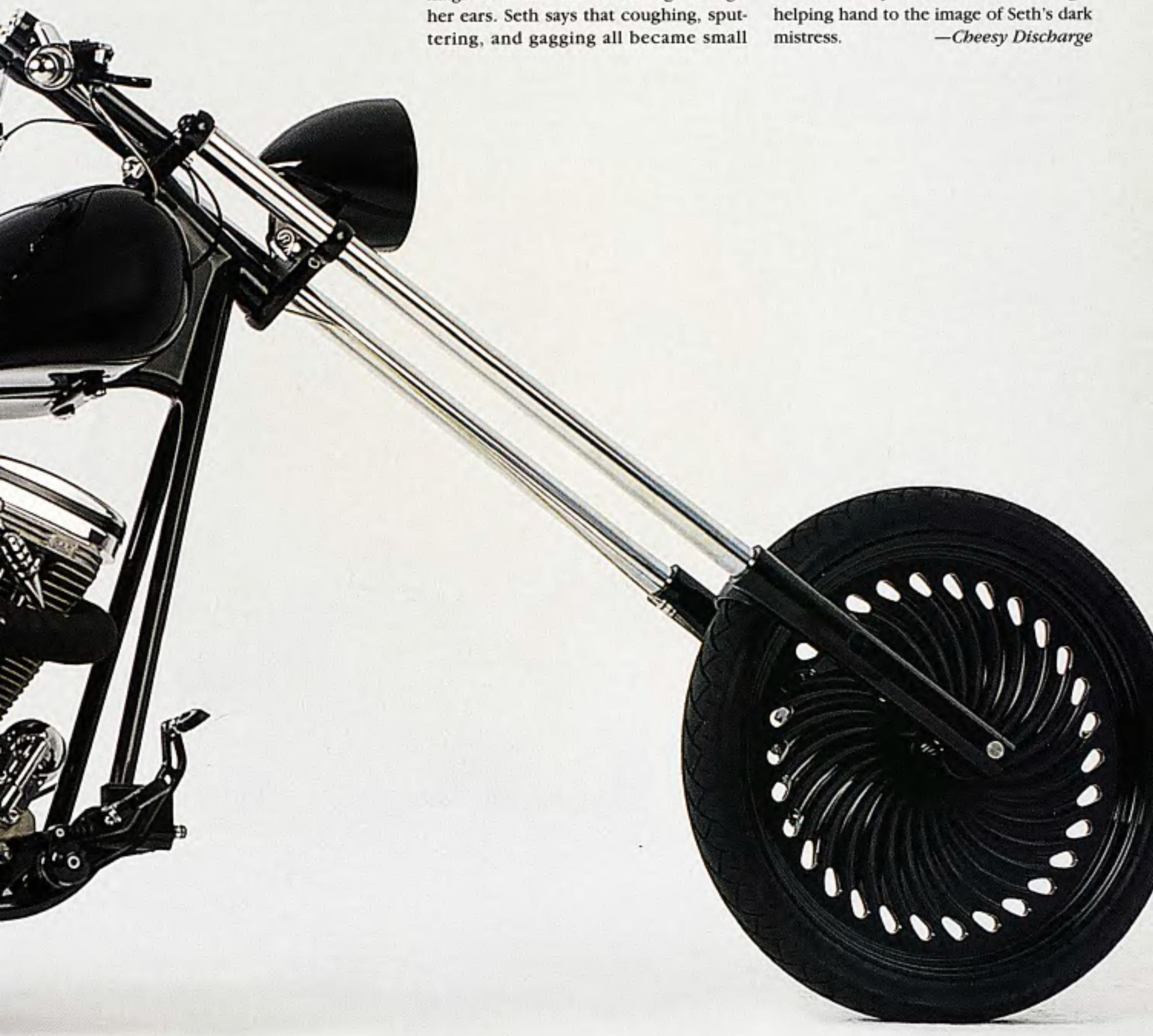
He's known as the man in black because everything he drives or rides is black. Seth doesn't like flashy colors, so his 500cc Honda motor in a CR250 frame is pimped out with custom-made Acerbis black plastic. Go to www.sethenslow.com to find out more about what's happening in his extreme world of stunt riding. Seth is doing one video each year and has a great group of sponsors that make it all possible.

A few years ago, when his money crunch started to ease up, Seth decided that he needed a custom bike for the road. He copped a rolling chassis by trading it for a jump he did to promote some guy's business venture. Seth always wanted a bike from his friend Matt Hotch (www.hotmatchcustomcycles.com), who made all of the one-off sheet metal along with pulling a couple of other tricks. He trucked the frame out to Matt and told him that he wanted a bike with a road warrior look. Really long and with the look of a sexy lady, but it had to have one very special attribute. It had to be black. Some of the guys at Matt's shop were calling Seth's bike the "Night Train," but from now on they will all be calling her what Seth does, "Pretty Slut."

Seth told us his 2 1/2-year-old daughter Cialee Jordan, likes his bike better than anyone else. What she doesn't know is it takes a little something extra to ride his Pretty Slut. Her nearly solid wheels catch a side draft of wind from time to time, which ain't always easy when you're

clicking along in 6th gear at around 110 on your way to Laughlin, Nevada. Take a look at those TAG metal dirtbike-style bars with Renthal inserts in Performance Machine grips. Matt flipped a pair of 10-inch risers wrong side up to get 'em to work the way Seth wanted. Matt also mounted the rear fender to the swingarm for an extra-clean and lean look that doesn't keep you staring at Seth's Pretty Slut any less. There is a lot of black anodizing going on with many of the normally polished billet parts on this sexy 9 1/2-foot-long black beauty. Matt rebuilt the 96-inch S&S mill to run like a bitch in heat, but, according to Seth, it was the hook up with Davinci's carb magic that had her breathing through her ears. Seth says that coughing, sputtering, and gagging all became small characteristics of the past, along with a real extra net of 20 extra ponies at the rear wheel after simply bolting on one of DaVinci's shiny atomizers. Get one for yourself at www.davinci.com.

Although he has plans to build a rigid frame bike next time around, it's not because Seth has plans to jump Pretty Slut in the near future. He did jump his 1988 Softail over a Dumpster and a Buick once. It went so well that everyone there was trying to get him to keep on jumping his hog. Keep your eyes on this high flying sick boy. Seth is going for a new world record of over 265 feet this summer in Vegas. Speaking of pretty, this month's Fox Hunt winner is the lovely and talented Jennifer who is lending a helping hand to the image of Seth's dark mistress. *—Cheesy Discharge*



Owner:.........................Seth Enslow
City:.................Riverside, California

General

Fabrication: ......Hotmatch Custom Cycles
Year/make: ....2002 Special Construction
Model:........................Black Beauty
Assembly: ....Hotmatch
Time: ....1 year
Chroming: ....Orange County

Engine

Year: ..1996 S&S Super Sidewinder
Rebuilder: ....Matt Hotch
Displacement:........96 cubic inches
Cam: ....S&S by Davinci
Carb:......S&S Super G modified by Davinci
Pipes:...........................Matt Hotch

Transmission

Year/make: ....2001/Baker 6 speed

Painting

Molding:...................Zeek McPeak
Painter:.....................Zeek McPeak
Color:......................................black
Type: ....House of Kolor
Special paint: ....all of it

Frame

Year/make:................2000/Extreme
Type: ....softail-type
Rake: ....48 degrees
Stretch:...................6 up and 7 out
Shocks:..................SX Motorsports

Accessories

Handlebars: Hotmatch, TAG metal-style bars, inverted
Risers: ....Choppers Inc.
Handlebar controls:....Performance Machine
Fenders: ....Hotmatch
Headlight:.......................Hotmatch
Taillight: ....Hotmatch
Speedo: ....none
Pegs: ....Performance Machine
Foot controls: ....PM
Electrics: ....Hotmatch
Gas tank: ....Independent
Oil tank: ....Extreme
Seat:...............................Hotmatch
Mirrors:...................................none
Grips: ....PM Renthal

Front end

Type: ......20 inches over extension
Builder: ....SJT

Wheels

Make: ....American Made
Size: ......18-inch rear, 21-inch front
Tires: ....Metzeler
Brakes: ....Performance Machine
Photos: ....Rick Hulstead

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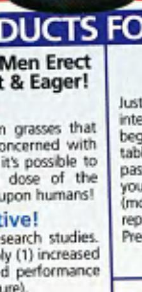

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THIS ONE DIDN'T EVEN HAVE TIME FOR THE PAINT TO DRY

Too Soon Gone!

Bikertoberfest 2002 turned into a good-news/bad-news sort of week for Dave Welch. You see, Dave had barely put the finishing touches on the latest chopper to roll out of his shop, American Made in Jacksonville, Florida, and he brought the bike down to Daytona Beach, Florida, for the annual Halloween-time bikefest. The plan was to show it off a little and maybe drum up some new business. Only no sooner did he have this Redneck-framed 250 rigid propped up for a little Beach Street show-and-tell then along comes someone wanting to buy it. Like right now.

"So what am I supposed to do? When we put together a spec bike," Dave says, "we like to have it hang around for at least a season." This one didn't last a day, and there's that good-news/bad-news part of this story; the guy's in the business of building and selling motorcycles and he sold one, only there he was in a town full of bikers suddenly empty handed and reduced to passing out business cards. "It was a sad day, but one with a smile," he says.

American Made does a lot of one-off builds like this, maybe a dozen a year. They don't build quantity, but Dave says they try to put a lot of quality into each bike they do. In addition to running the store—the 5,000-square-foot Jacksonville shop retails everything you need to build choppers—Dave still does the majority of the building himself. A biker since the '60s, he went through AMI in 1980 "and sure loved seeing the chopper come back in style. I love 'em." It must be a generational thing, too, because Dave's oldest son, Josh, took the lead on this bike. Josh picked the theme and the style, and right down to the paint and those long, tail-dragging fenders it was all pretty much Josh's call.

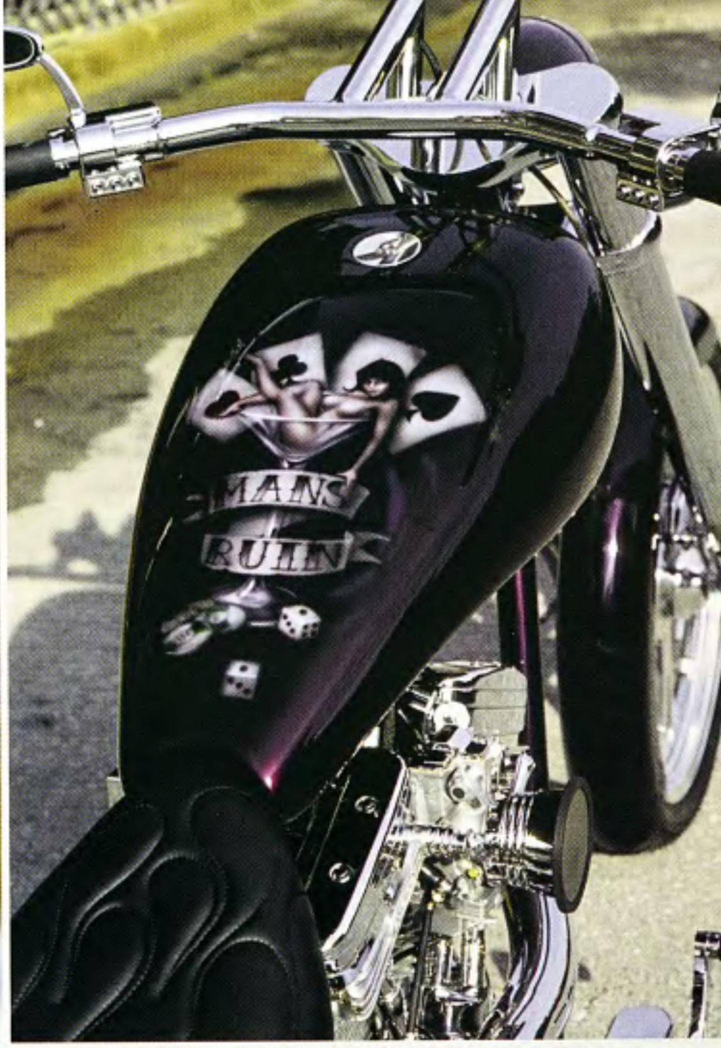
With a spec bike like this, Dave says he likes to personally try out some of the new hardware coming on the market, see what he can do with it and how it works before recommending anything and selling it in his store. This time he started with a Redneck 250 rigid frame, a long-stretch FatKatz tank, a combo of FatKatz and Jesse James fenders. There's also a couple of Xtreme Machine's "Chopper" wheels and some Belt Drive Ltd. stuff. Then he set a tried-and-true 100-inch polished RevTech, with matching 6-speed, in the middle of it all. It worked nicely. The bike's front end is a nice combination of parts, too. It started with Thunder Cycle 6-degree trees and American Suspension lower legs. The top tubes are extended 12 over, and the whole thing was assembled at American Made. Dave admits to just a little trepidation about trying out Josh's idea to use these long, tail dragger fenders, though, especially over the big, fat rear Avon. "What's the sense of putting on all that rubber and then covering it up?" But Josh stuck to his guns, and with the fenders sucked down tight on the tires Dave had to admit they looked good.

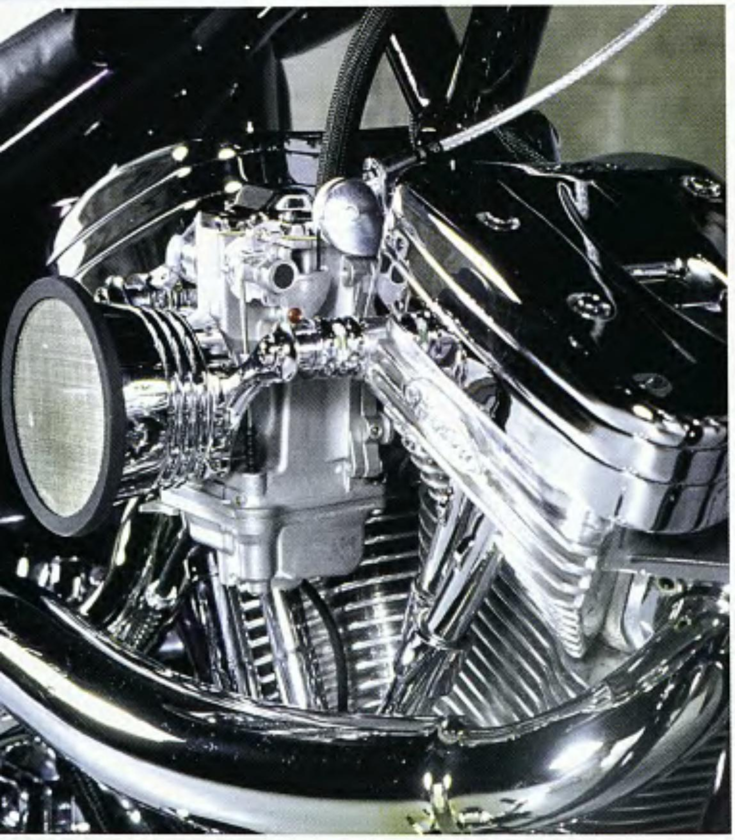
So does another one of Josh's little touches. Something else new on this bike, something both Dave and Josh wanted to try out, is the multi-layered paint job. Along with the normal ghosted artwork the guys have often used in the past, they added even more art on top of the paint this time. Look closely. The classic tattoo theme "Man's Ruin" is everywhere. There's the sexy girl in the martini glass. There's that skull with the switchblade sticking out of it. There are dice and poker chips. There's a bottle of Jack, complete with a few shot glasses. Bart McCoy, an airbrush wizard and a pal from Dave's time in Carson City, Nevada, was flown in from Reno, Nevada, just for the job.

As sad as Dave was to see this bike go away so quickly, he doesn't have far to go anytime he wants to visit. It's parked right out on Main Street, Daytona Beach, just about every day. That guy who bought it, Paul Buttrey? Seems he just opened a bar on Main Street. "Wiseguys" is just a quick stumble up the street from the Boot Hill Saloon. Come rain or come shine, you'll likely find the bike gassed up and ready to go, parked in front of Paul's place. "And he rides the snot out of it," we're told. In fact, the night Paul picked up the bike he didn't show up with a truck and a trailer. He had someone drop him off and he hopped in the saddle and took off smiling. Why not? That's what a chopper's for, right?

—Joe Kress

Dave Welch, American Made
Jacksonville, Florida, 1-800-696-2452





Owner: .... Paul Buttrey
City: .... Daytona Beach, Florida

General

Fabrication: .... American Made
Year/make: .... 2002 Special Construction
Model: .... Man's Ruin 250 Rigid
Assembly: .... American Made
Time: .... 6 months
Chroming: .... S&H Platers

Engine

Year: 2002
Rebuilder: .... RevTech
Displacement: .... 100 cubic inches
Cam: .... RevTech
Carb: .... Mikuni
Pipes: .... Twisted Sister

Transmission

Year/make: 2002 RevTech 6-speed

Painting

Molding: .... Rick Sanders
Painter: .... Rick Sanders
Color: .... Burple
Type: .... House of Kolor
Special paint: .... Man's Ruin graphics, Bart McCoy

Frame

Year/make:.............. 2002 Redneck
Type: .... 250 rigid
Rake: .... 40 degrees, 6-degree triple tree
Stretch:.. 6 inches up, 3 inches out

Accessories

Handlebar:...... Paramount Custom Cycle
Risers: .. Paramount Custom Cycle
Handlebar controls:........ Belt Drive Limited
Fenders: .... FatKatz front, West Coast Choppers rear
Headlight: .... Headwinds
Taillight: .... Choppers Inc.
Speedo: .... none
Pegs: .... Accutronix
Foot controls:.... Belt Drive Limited
Gas tank: .... FatKatz, 5-inch stretch
Oil tank: .... American Made
Seat: .... Reid's Custom Seats
Mirrors: ...... Performance Machine, Contour
Grips: .... Accutronix

Front end

Type: .... 63mm, inverted
Builder: .... American Made

Wheels

Make:.................. Xtreme Machine, Chopper
Size: .... 21 x 2.15, 18 x 8.5
Tires: .... 90/90-21 Metzeler, 250-18 Avon
Brakes: .... Xtreme Machine, Performance Machine

Photos: .... Wm Rick Henderson

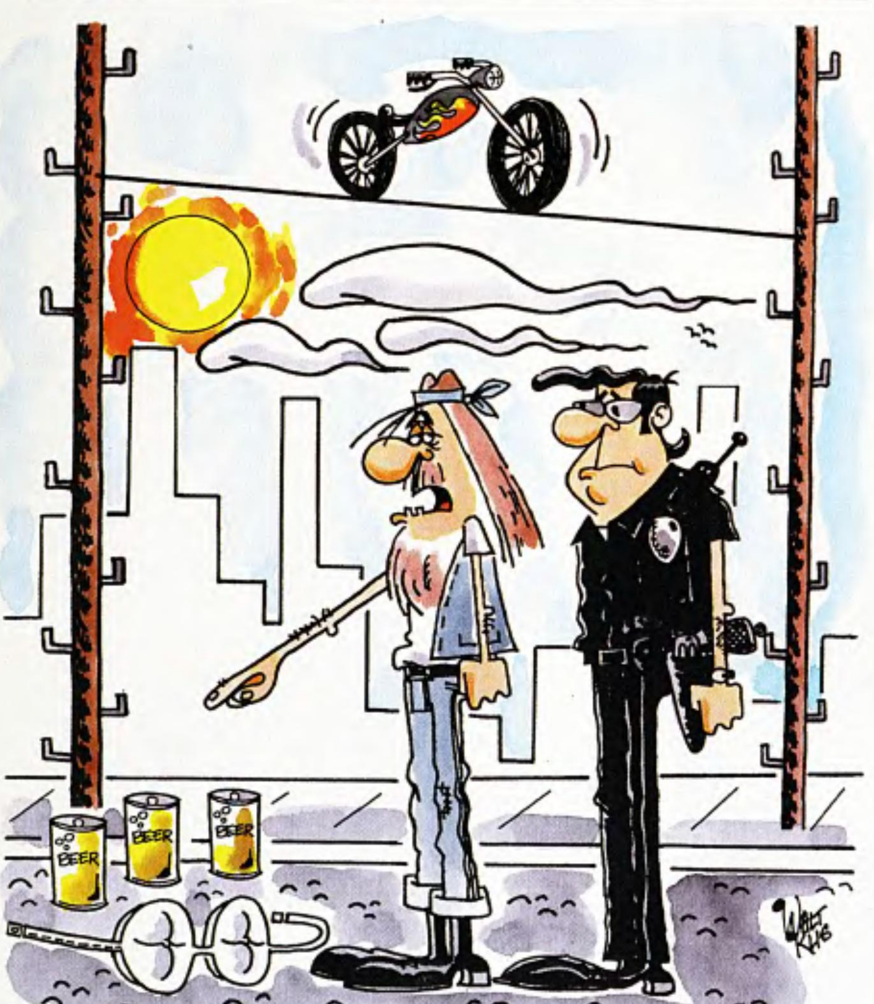
A BRIEF HISTORY OF

Women In The Workplace

I watched a stimulating documentary on the tube the other night, which chronicled the history of women in the workplace. I did this for two reasons. Firstly, educational television is highly under rated and very entertaining. Secondly, try as I might, I could not locate the remote control. I know we have one because I've seen the kids use it, but every time I want to change the TV channel it appears that the fuckin' thing has grown legs.

Anyway, I watched this documentary and learned more than I ever wanted to know about women and work. I wanted to take this opportunity to share with you all that I discovered, but the show was incredibly long and I fell asleep after about 20 minutes. But I did pick up some stuff that I will share with you now. This is my interpretation of the history of women in the workplace. It may not be dead accurate but hell, I've got nothing better to do. I still can't find the damn remote....

Once upon a time, in a land just like this one, only in black and white, most women didn't work. Work was a male thing. Men did the workin', women did the household stuff, whatever that was. Men dressed in gray flannel suits, wore felt fedoras and black horned rimmed glasses, which was the major style of the day, mostly because it was the only style of the day.



"I swear somebody swiped my bike, I distinctly remember parking it over here right after partyin' last night."

After a hard day's work the man returned to his house in the suburbs to a happy wife who always wore a dress, and if you were lucky, an apron. The man kissed her hello, but only lightly and never with tongue, then retired to the living room to read his paper and relax. She would then prepare a delicious meal, call her two perfect children in for supper, and they would eat together at the table while Dad told stories of the day's adventures and Mom slipped vodka into her lemonade.

Later that night, with the children fast asleep without the use of any drugs, husband and wife would retire to the bedroom where they would sleep in two separate beds. People of the day had very little sex, yet seemed oddly contented.

This time, long ago, is what the old folks of this generation refer to as the good old days. Life was simple. There were no computers, no Internet and most importantly, there were no women in the workplace.

Okay, some women did work, but their opportunities were limited to school teacher, librarian or bar wench. And even then only the ugly ones were permitted to draw a wage. Beyond that a woman's place was in the home the way God had intended.

Then one day an evil woman came on the scene. She said women should be able to do whatever they wanted and burned her bra. She told women that they should demand their place. Equal work for equal pay. Freedom from the servitude that was the kitchen. Women would work by God, whether men wanted them to or not.

This caught men off guard because men realized something that women hadn't yet come to understand. Work sucks. Why would you possibly want to go to work when you could do the opposite and stay at home? Home was a good place where the chairs were soft and the air always smelled like fresh baked cookies. Why would you want to leave that to hang around in some crappy office for eight hours every day? For this reason men didn't take women in the workplace seriously. They thought it was a silly phase that would pass, just like television and imported cars.

But it didn't pass. Women did join the work force. Today you can't swing a cat without hitting a woman. They are everywhere doing jobs that used to belong entirely to the male. They know how to curse, do lunch, drive trucks, put out fires, build houses and sexually harass their male employees. They also know about stress, premature heart attacks and carpel tunnel syndrome. Many have also discovered what men knew all along. Work does suck, but by the time they figured it out they were committed. Equality has its price tag.

Any man can tell you that shortly after women entered the work force, it was the exact time that the world went to hell in a hand basket. Latch key kids, crime in the street, home invasion robbery, and cruelly high real estate prices all came about directly because women weren't at home. The population started to get fat because Momma wasn't at home preparing nutritious meals. Instead they spent every evening eating burgers out of a greasy bag in front of the tube while an equally fat talk show host told the whole family how to get a sex change operation. The kids, straight from a quality 12-hour stretch in the daycare with a "caregiver" from Honduras named Rosalie, don't feel that they're getting enough attention from a parental unit, so they start to rebel. At first it's little things like lighting the cat on fire, but it soon escalates to grand theft auto, going to rave parties and piercing their genitals. Thirty years from now, those same children will look back and think of their childhood as the good old days, as they lock their parents in an old-folks' home or just have them put to sleep.

Now I would be the last one to blame all the problems in the world on women being in the work force. Everybody knows that most of what troubles us is a direct result of the post office, but we won't get into that here. Women have made major contributions on the job that wouldn't have come about in an all-male workplace, such as the installation of ladies washrooms and sexual harassment laws. Women also make work more pleasant by wearing miniskirts and being perky. In fact, in a perfect world, I'd like to see nothing but women at work in the future. Men could stay home and take care of the kids, do the cooking and, if you're inclined that way, wear an apron. It's high time that we males got to try our hand at baking cookies and outliving our spouses by seven years. Like I said, equality has its price.

—*Greg White*

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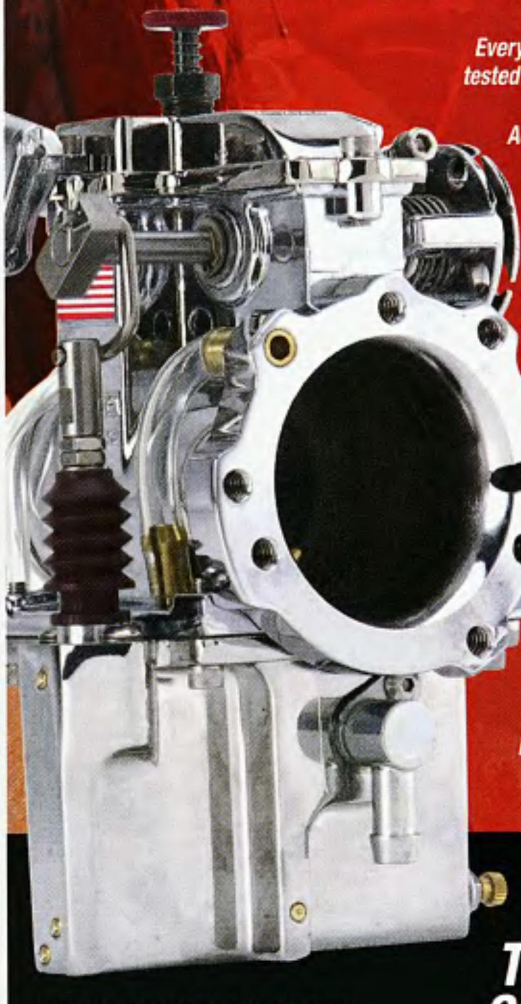

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FROM ONE POND TO THE OTHER ON TWO WHEELS

COAST TO COAST

WRITTEN BY MARK NEWTON

It was hard to believe I was on my way to California. It all started with one of my friends saying he had always wanted to ride his scoot from the Pacific Ocean to the Atlantic Ocean. Of course this kind of stuff comes up when the guys are shooting the shit over some cold brews. In true form the only way I could respond was, "Count me in! I'm serious, you set it up and tell me when, how much and I'm there."

Well, the coast-to-coast trip got much further along than I ever thought it would. The count rose to 12 guys saying they were going to ship their scoots to San Francisco and then ride them back to Jacksonville, Florida. Soon, we were down to a week before the shipper picked up the bikes and three weeks before departing for San Francisco via Delta Airlines. Talk is cheap, and when it came time to show up and pay up the group went from 12 riders to three. Taenam O, Mike Cerino and myself. Hell, there was still some balking about the length of the ride and the guy who originated the whole thing was not one of the final three. At this point I made a decision; I was going to ride my scoot from San Francisco to Jacksonville even if I had to do the whole damn trip by myself.

I must admit I did have real anxiety once the shipper picked up my 6-month-old 2001 Ultra Classic. This anxiety persisted till they unloaded my bike right there at the Marriott Fisherman's Wharf in downtown San Francisco.

Anyway, there I was in first class on the plane getting dirty looks as I sat there in jeans and biker T-shirt downing beverages of the alcoholic sort at 10 a.m. This was it, vacation officially started and our dream of doing an ocean to ocean ride was becoming a reality. Taenam flew out to Los Angeles to see a girlfriend and was to ride his bike up to meet us. Mike couldn't get on my flight so he was to arrive in San Francisco only 15 minutes after me on a different flight. Sure enough by the time I reached San Francisco I was pretty drunk, and Mike deplaned only 15 minutes later even drunker. We caught a cab downtown and started partying for three nonstop days in San Francisco.

On the second day our bikes arrived and on the third we toured Napa Valley wine country. After numerous wineries and a great picnic lunch at V Sattui we decided to have a glass of wine and cigar at one of the most elite and snobby wineries in wine country. What a trip watching the lady at the Opus One tasting room run out to the parking lot as Mike, in full biker garb, was trying to stuff our Opus One wine glasses into his saddlebag. Oh well, he just wanted a souvenir.

Finally it was time to begin the trip we had traveled all that way to make. On Day 4 we departed San Francisco and headed through the incredible Lake Tahoe, California, area through Reno, Nevada, to Farallon, Nevada. This was a short 380-mile day, but the mountains around Tahoe were incredible. Riding around Lake Tahoe on the west side of the lake offered views like no other in the world. We took in some of the most incredible sights of our trip in this area. We even stopped to cool down from the August heat in one of the Tahoe mountain streams. Doesn't get much better than that. We ended the day with some gambling in Farallon. At around 11 p.m. we got tired of gambling and took a short 15-mile ride out into the desert to one of the ranches Nevada is famous for. We just had a brew and grabbed a "menu" to prove to the guys back home we had been there. Some interesting reading. Nothing like a ride in the desert in the cool evening under a bright moon. It was good to get going on what was planned to be a seven-day ride from the Pacific Ocean to the Atlantic Ocean.

On Day 5 we covered both Nevada and Utah in one long day through the desert on the famous Highway 50, a very long stretch through the desert with only rare sightings of fellow human beings. Some consider the desert boring but for a few guys from the Southeast it was absolutely beautiful. Even though it was August it was only too hot when we slowed down below 80 mph. Nothing like clear blue skies, mountains in the distance and the open space of the desert. This was the longest single day of the trip doing 780 miles. During this

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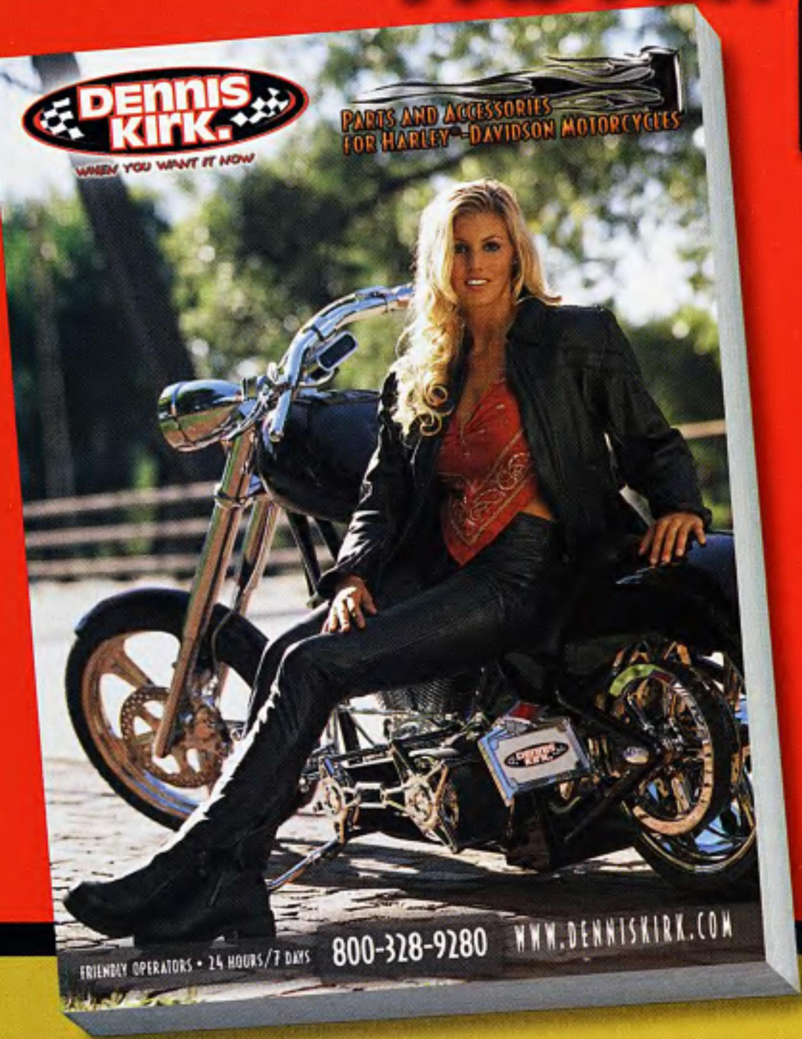

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started out bein'—a chance to get together with brothers, old and new, party a bit and see the sights. Be ready to roll by 7 and we'll head out before it gets too hot. Should be there in four or five hours."

With that we each made ready to hit the desert. Just stuff some spare socks and a T-shirt into the saddlebags, grab a few tools to do a quick oil change and come mornin', we were off.

In case ya missed it last year, the organizers Harry and Pam Shwartz—along with the city of Las Vegas—began hosting what's quickly becoming a great way to cap off a long summer of ridin'. Sadly, last year's first annual event became a sort of memorial as 9/11 had just gone down Tuesday, prior to the start of the run. So without dwelling on it, let's just say this event will no doubt hold a special place in the hearts of all who were there, as it does for me.

The weather in Vegas in the fall is pretty easy to deal with and this year was no different. The temps generally stay below triple digits and it cools off pretty nicely in the evening, making for great cruising on the way there. That and the fact that the strip wasn't even all that packed with folks made for a nice welcome as we hit town. The location is at the end of the Strip, a block from Fremont Street, and spills out onto Fremont and into some of the clubs and hotels nearby. We found that parking was real easy to find and, yes, we hit the Station for some grub before walking the grounds.

This year the vendor area spilled across the entrance to the other side, nearly doubling the available space. I don't doubt that it'll keep growing, either. Special thanks to Mondo of Denver's Choppers for the shade and lots of cold water, and Climax Cycle Controls (www.climaxcycle.com), who had a mini swamp cooler in their booth. In case you haven't heard of them, they make about the cleanest handlebars and controls I've ever seen. All wires and cables are hidden and run through the bars. There's several styles to choose from, from apes to drags. You can check

Day 6 took us from Grand Junction through the Rocky Mountains to Aspen where we stopped for a very relaxed lunch and some cold beer. What a ride! Racing through the Rockies is as good as it gets. I could've spent all summer just in those mountains. After a relaxing lunch we headed back up into the mountains reaching 12,095 feet above sea level at the continental divide. Some more great riding. Then a huge summer storm hit and at that elevation we got hammered with some small hail. The helmets went on with the rain suits for this part. We wound our way out of the rain and mountains ending up in Salida, Colorado. We only covered about 225 miles that day, but with all the racing through winding mountain roads, many photo stops and some hail, it was a pretty full day.

On Day 7 we traveled from Salida, Colorado, out of the mountains, through the northeast corner of New Mexico into Amarillo, Texas. We went from the Rockies to some great wide-open plains in New Mexico. In the middle of these plains we could see an occasional volcano (extinct) just standing there in the middle of the plains. We took a ride to the top of the Capulin Volcano. Again for some Southeastern guys this was just excellent scenery and riding. We covered about 500 miles that day arriving in Amarillo just as the sun set. Of course we weren't too tired to have dinner followed by lots of cold beer and a cigar in a local establishment. Gotta hang with the locals to really get a feel for the vast array of culture in the good ol' USA.

Day 8 was just HOT, as in temperature. From Amarillo to Bossier City, Louisiana, we stayed north of Dallas to avoid interstate and traffic for about 555 miles. It was long, hot and not as scenic as previous days. Texas is big and with August heat it seems even bigger. However, Bossier City had some great casinos equal to those in Las Vegas. After hanging out in the hotel pool we had one of the better gourmet dinners of the trip followed by cocktails, cigars, and lots of gambling. Fortunately, I got back to the room without giving my money away. That's more than my buddy Taenam could say, he just loves to give his money to the casinos. I watched him turn $500 into $15,000 in less than two hours. He was on a roll! But by the end of the night the casino got it all, oh well, this was a vacation. What the hell! We were having a blast. We were down to the last couple days and looking forward to the next night in New Orleans.

Day 9 saw us scoot down the interstate from Bossier City to New Orleans. We covered about 350 miles and went through lots of swapland. Pulling into New Orleans, we had sushi and beer for lunch and then checked into our hotel right on Bourbon Street. This was to be our last night on the road and a big party blowout. All I can say is...it was—and we all plead the Fifth!

Day 10 was the 550-mile interstate run home to Jacksonville from New Orleans. The first couple hundred miles were nice and then the Florida summer thunderstorms hit us the rest of the way. It went from a major downpour, slowing the interstate traffic down to 40 mph, back to blazing hot sun, too hot for rain suits. This made the last couple hundred miles a speed drill of putting on and taking off rain suits multiple times on the side of the interstate. We called ahead and had our wives, children and a few friends meet us at Taenam's sushi bar, Sushi Rock Café. We pulled in at 6:30 p.m. for a big sushi dinner, beer, and of course we had lots of great stories to tell. We absolutely looked like we spent the last 10 days on the road. But we probably look much happier and relaxed than our friends and family could remember in recent times.

Looking back on this adventure, our very first ocean-to-ocean trip, it was a total blast. We covered approximately 3,400 miles. We were good friends and riding buddies before the trip, but our friendship grew even more as we shared this experience. You could say we "bonded." Before the trip I thought for sure I would be ready to park my bike and not get on it for a while. After returning home nothing occupied my thoughts more than how nice it would be to put it all down and hop on my bike and ride for another 10 days. I immediately missed the road. I was almost depressed having to take on the daily grind again. On a trip like our coast-to-coast putt we were able to truly put it all down and worry about nothing but having a great time, riding, eating, and drinking. We will definitely do it again.

I have always wondered why people trailer their scoots. I bought mine to ride. After this trip we truly discovered that we can't ride our scoots enough. That's what my scooter is for. For those of you using a trailer to pull your bikes around the country, go sell your trailer and have some real fun. aybe this summer we can do San Diego to the Maine coast.

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PARTYING IN THE LAND OF THE TRULY FREE

Myrtle Beach Guide

The operative word, when talking about most major bike rallies, is "bankrupt," because prices for anything having to do with V-twin motorcycles and the rallies we love to see them at have gone through the roof. I mean, how many motorcycle enthusiasts have had to pawn their own kids just to be able to make the trek to Daytona Bike Week in recent times?

The operative word, when talking about the Myrtle Beach Bike Week, however, is always "free," because…well, let's face it, a lot of what's offered during this annual shindig is, in fact, free. Which has its definite advantages, particularly for the consumer, and its disadvantages, also for the consumer.

"Say what?" I hear you wonder aloud as you're daydreaming about finally testing your horse-heavy sled on the Teresi Dyno Drags, which will be there again this year. But to explain this phenomenon, let me quote someone much more qualified than my humble self.

"Down here in Myrtle Beach, everything's free, which kind of hurts," says Sonny Copeland of Sonny Productions, the folks who organize this rally. "I can't even get places to charge for parking. A lot of guys come to Myrtle Beach during the second week of the rally, because there's so many bars and stuff here doing free food. So they'll come down here Thursday and not buy a single meal until they're headed back home on Sunday. They eat free the entire time."

While this may be a great boon to anyone looking for a good time at almost no expense, Sonny maintains that it could backfire in terms of entertainment, because, he says, "there might not be any money for it, so most places are probably going with DJs this year."

But hey, look at the bright side of things: After you stuff your belly for free, you can work all that weight right back off by hittin' the disco for a few hours and doing your best John Travolta imitation. You might have a problem getting there, though, 'cause riding your hog down the main drag in your polyester suit and platform shoes could be a bit difficult.

—Tripper

May 9-18

Rally Information
Myrtle Beach Chamber of Commerce
800-356-3016
843-626-7444

Myrtle Beach Harley-Davidson
4710 Kings Hwy.
Business 17
Myrtle Beach
843-651-5555

Durham Harley-Davidson
819 N. Miami Blvd.
919-682-6695

Sonny Productions
336-643-1367
Check their Web site, www.myrtlebeachbikeweek.com for updated info before you head into the Carolinas. You'll be grateful you did.

Daily Activities

Broadway at the Beach
Hwy. 17 Bypass at 21st St.
Life's a big game of give and take, and there'll be lots of folks who'll want to play that. They're called vendors, and they'll give you whatever you might fancy. In return they get to take your money. Sonny says, a lot of the same vendors that were there last year will be here again this year. Among the ones he says he's already talked with are Arlen Ness, Billy Dee, Pitbull Motorcycles, four or five major leather dealers, Butt Buffer, Boss Hoss, Custom Chrome, Saddlemen.... If it's anything like past years, you'll also see folks like Big Dog, Drag Specialties, Panzer Motorcycle Works, Bourget's, Edelbrock, Crane Cams, Kerr Leathers, Merch Machines, Milwaukee Iron, Performance Machine, S&S, RC Components, White Brothers, Victory, and many more.

And when you're done discoing and maxing out your credit cards, you can go riding, which is another big thing in Myrtle Beach. There'll be tons of poker runs to go on, which automatically sets you up for a ride on the briny. "We now have what we call a Jolly Roger," explains Sonny. "It's just like a Columbus-type ship, a full sailing ship, and we'll take people on it along the coastline for about an hour and a half."

The Lone Star Steakhouse will have a daily breakfast buffet. There are four Hooters in the area of Murrells Inlet. Also, the Camel Roadhouse will be at the Motorcycle Expo again, so go check it out. The Motorcycle Expo is right at the Inlet Square Mall, next to Hooters in Murrells Inlet. Again, the Carolina Motorcycle Tours and Lone Star Steakhouse & Saloon in Murrells Inlet will sponsor the poker runs on a daily basis from this location.

Medieval Times of Myrtle Beach is a new sponsor of several events offered during Bike Week 2003. Tours of the Castle at Myrtle Beach are part of the poker runs during Bike Week, put on by Carolina Motorcycle Tours.

For more info on the poker runs, guided tours, the Jolly Roger or any other jocularities going on during the Myrtle Beach Bike Week, give Sonny Productions a call at 336-643-1367, or surf on over to www.myrtlebeachbikeweek.com. Just keep an eye open for that jolly fellow one wave over.

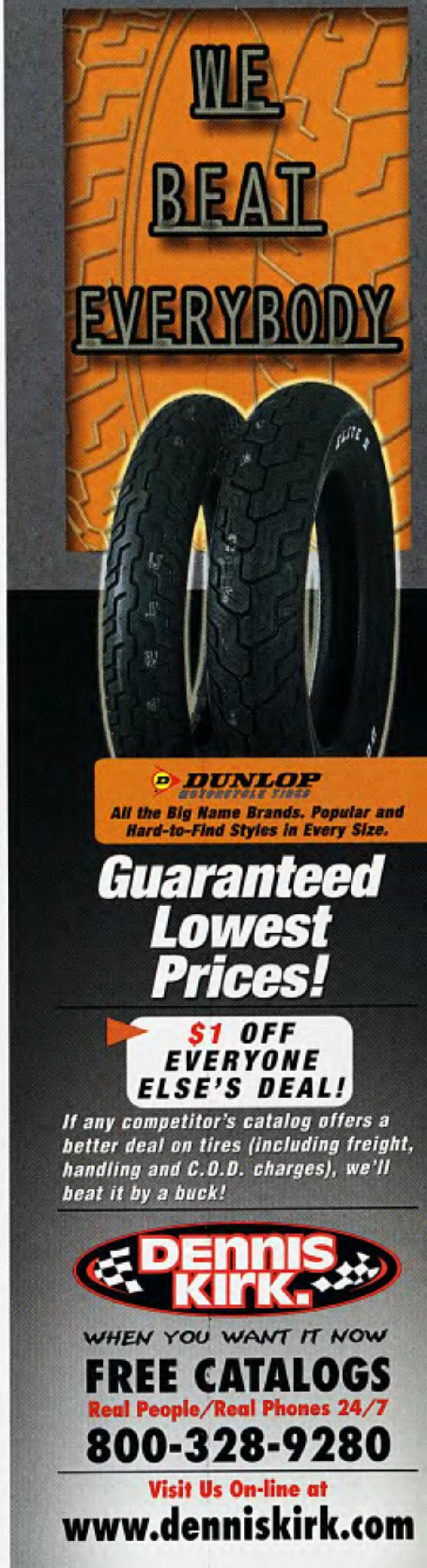
Rally Headquarters
Myrtle Beach Convention Center
Oak St. at 21st Ave.
Open to the public
10 a.m.-5 p.m.
Free admission.
There will be demo rides for all you guys and gals who wanna check out Harley's and Buell's new line of miracle machines. Plus, there'll be vendors like Corbin, Küryakin, and many more at your service.

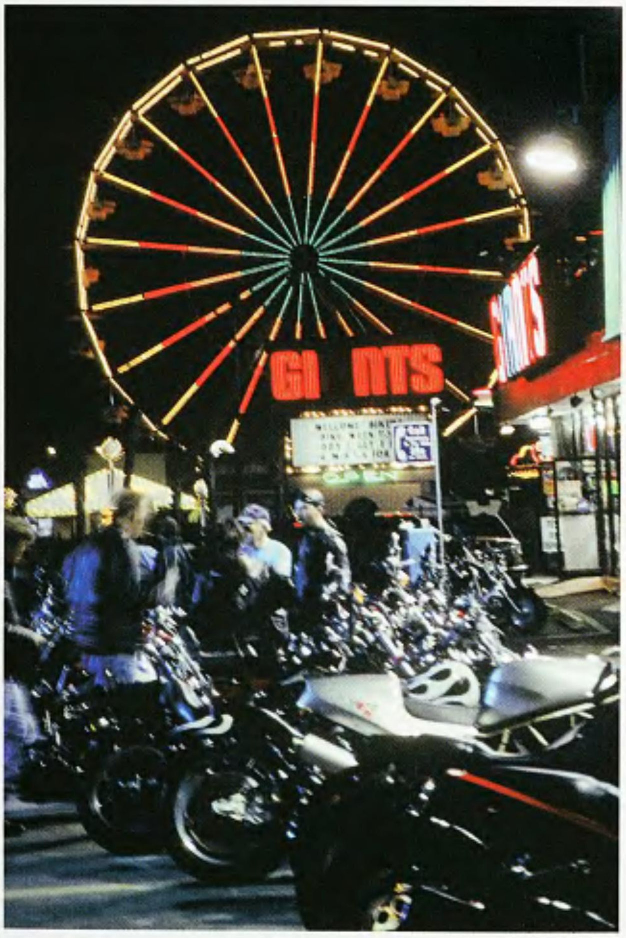
House of Blues
4640 Highway 17 South
843-272-3000
There'll be something happening every night during rally week. All day and well into the evening, you'll hear lots of music on two stages, some of it even for free. If you're hungry, they'll feed you lots of Southern-inspired dishes. Can't beat that!
Call 'em for more info.

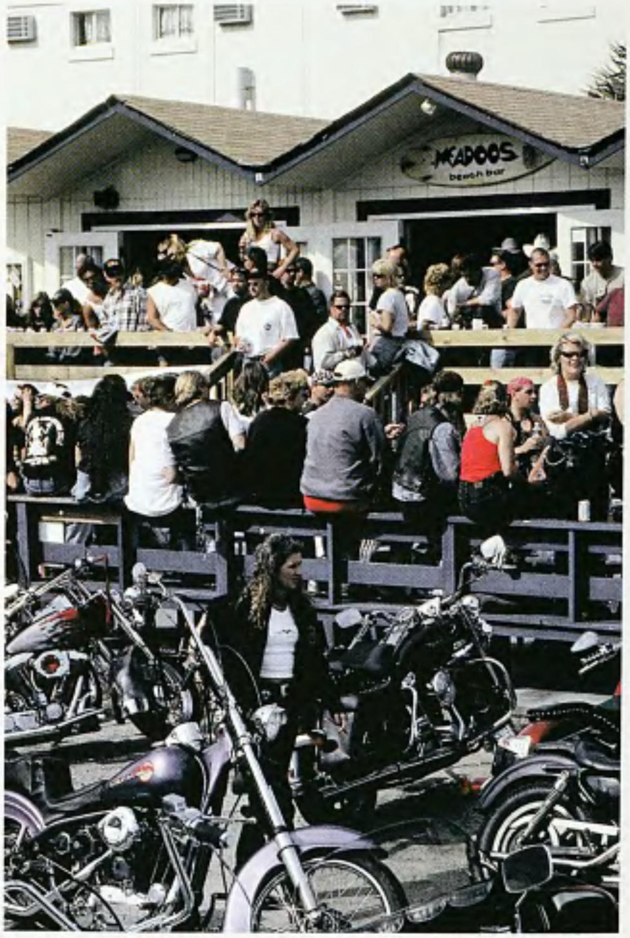
Murrells Inlet
That's a quaint little town about eight miles south of Myrtle Beach, and its claim to fame is a ride-through bar called Suck, Bang & Blow! Yes, you can ride your hog up to the barkeep, and while orderin' a coldie, compete in the burnout contests goin' on around the clock.

Girlie Clubs
If all this revvin' of motors and smokin' of pipes is getting to your sensitive head, step into the coolness of one of the many Gentlemen Lounges, where some of the finest lasses of the South will be there for your viewing pleasure. Don't forget your dollar bills, and belly on up to the stage. Don't worry, they don't bite, unless you want them to. But that's gonna cost you a little extra.

Crazy Horse
3102 Highway 17 South
843-272-4009
Ms. Easyriders 2003, Erika Steele, will be hanging out there during the week. There's also a daily bikini contest happening, with the finals on Saturday, so you know that's gonna be hot! And of course, there'll be plenty of vendors and lots of good tunes.







Dangerous Curves
716 Seaboard St.
843-448-4098

Derriere's Gentlemen's Club
804 Seaboard St.
843-946-6615

Pink Pony
2851 Highway 17 S.
843-357-2299

Show House
2554 Highway 501
843-626-0192

Thee Dollhouse
9719 North Kings Hwy.
843-449-3655

Regular Nightclubs

Like any establishment, these clubs will be packed, too, during Bike Week. That's not a bad thing, though, because when you're standing there like a sardine in a tin can, is it your fault that your groin just happens to be pressed against some PYT's luscious assets? I think not!

Daddy D'zz
843-626-9092

Crocodile Rocks
843-444-2096

Fat Tuesday
843-444-3255

Froggy Bottomz
Jazz & Blues
843-444-3500

Revolutions Retro Dance Club
843-444-8032

Chow Down Digs

All Star Cafe
843-916-8326

Benito's
843-444-0006

Gilley's Texas Cafe
843-448-3378

Hard Rock Cafe
843-946-0007

Joe's Crab Shack
843-626-4490

Johnny Rockets
843-448-8575

Key West Grill
843-444-3663

Landrey's Seafood House
843-444-1010

Liberty Steakhouse & Brew Pub
843-626-4677

NASCAR Cafe
843-946-7223

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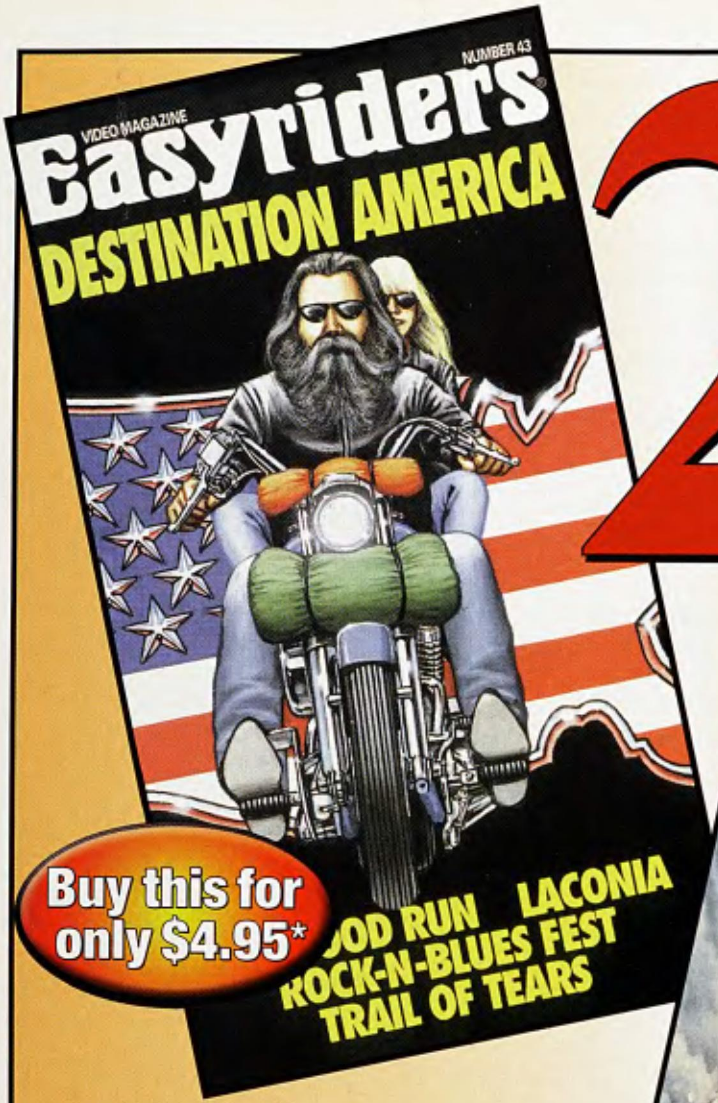

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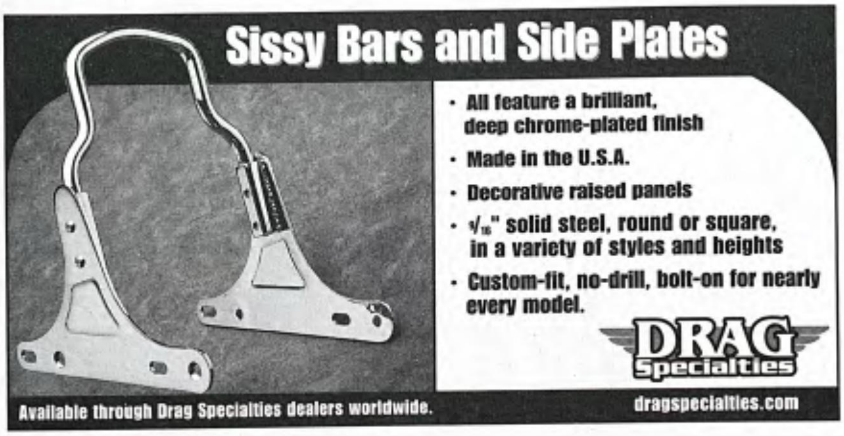

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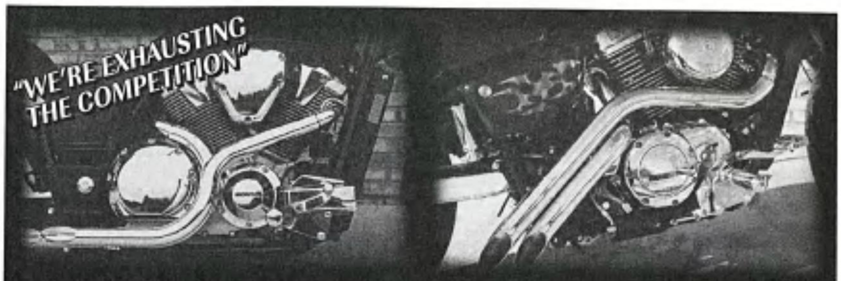

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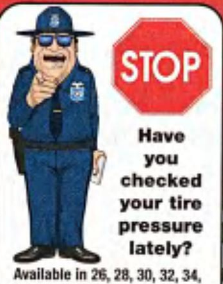

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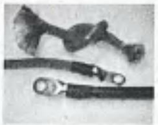

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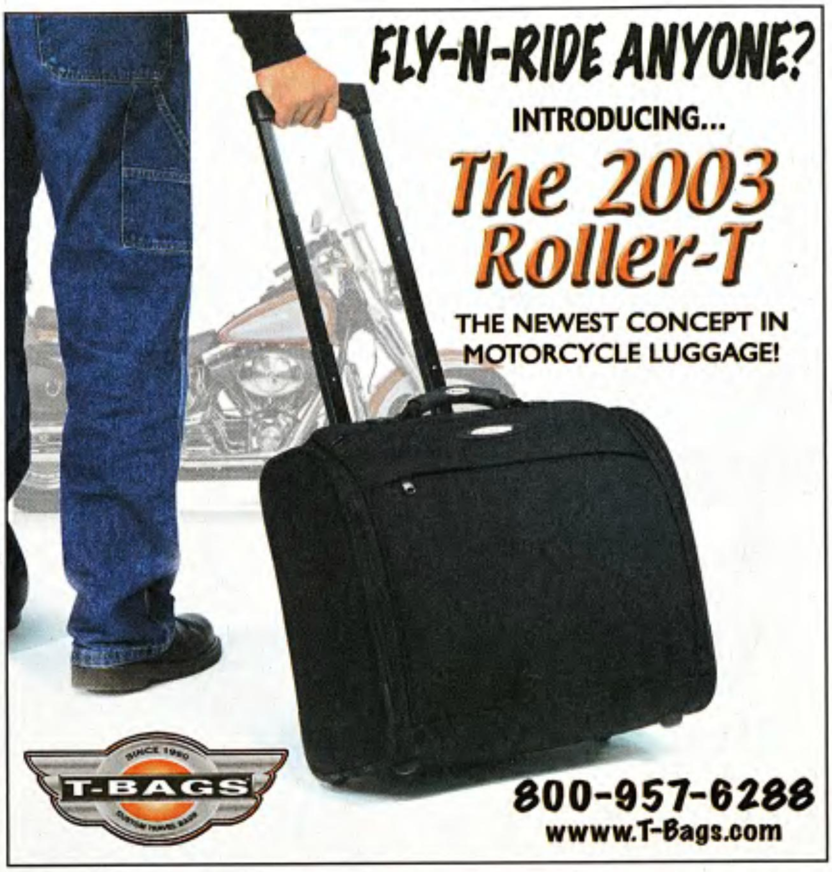

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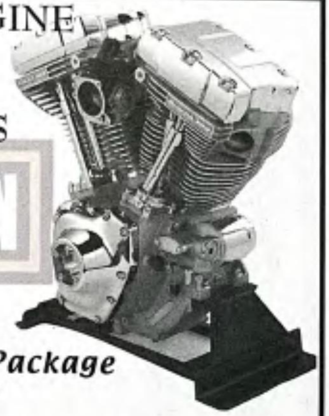

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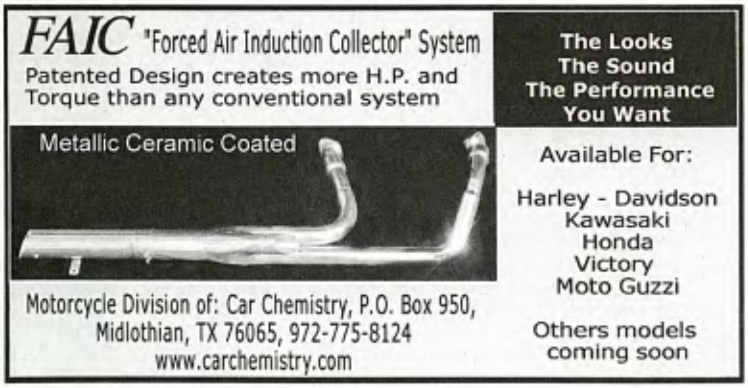
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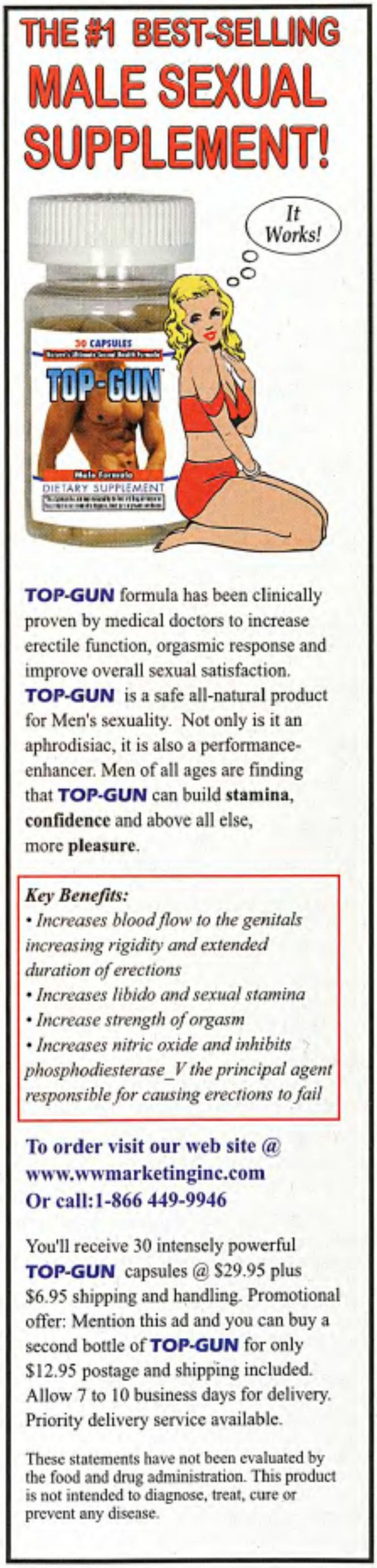
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FATTEN YOUR DYNA

No-Nonsense Wide Tire Kits For Dynas And Other Applications From Custom Valley

Just when we think that the wide-tire craze is going to hit a plateau, motorcycle tire manufacturers and custom-bike builders team up and conspire in an effort to bring more fat-tired bikes to the unsuspecting masses. What looked to some of us like a short-lived fad has turned into a widespread phenomenon, as independent manufacturers such as American Ironhorse have now added a slew of fat-hoofed steeds to their cruiser lineup. If you waited on the sidelines, trying to decide whether or not it was time to widen up your scooter's footprint a few shoe sizes now would probably be a good time to do it, as more and options are available today when it comes to upgrading your rear-tire size.

One of these options comes from Canada, where Custom Valley has been engineering wide-tire conversion kits since 1996. Custom Valley now offers their all-new BigFoot 240mm swingarm conversion kit for 1991 and later Harley-Davidson Dynas.

Precision fitment is of great concern for Custom Valley as they designed and engineered their swingarm kit to maintain accurate alignment. The new kit is available with or without struts and fender, and delivers a true custom look for a fraction of the price of a ground-up conversion. Most importantly, by maintaining your bike's factory tracking geometry, handling, comfort, and real world reliability remain unaffected, says Custom Valley.

Custom Valley strives to lead the industry in innovative design and quality content, they maintain. Since his beginnings as a custom builder in the mid-'80s, Denis DesRosiers recognized the need for a geometrically sound conversion to satisfy the demands of riders wanting the fat tire look. Dissatisfied with what he saw offered, DesRosiers designed a solution that didn't sacrifice handling for appearance. According to Custom Valley MC, the results are easy to see in his conversions that seem as if they came from the factory.

Other Custom Valley BigFoot conversions are available for single-shock frames and custom hardtails. All come complete with mounting hardware and can be ordered with or without drivetrain extension components.

Custom Valley was selected by Metzeler as a Stage 3 Upgrade preferred supplier for conversions utilizing ME880 Muscle tires and offers conversion kits beginning at $1,725.

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BEHIND THE SCENES
Performance Machine

Being unique in a sea of similarity has always been a highly sought-after marketing tool, but too often, this uniqueness is based on a cheap gimmick or a minute difference in material or manufacturing of whatever product a company wants to sell. Rarely does this uniqueness offer a viable and tangible advantage to the consumer. The clever reader, however, keenly surmises by the mere presence of this article that this tenet does not hold true for Performance Machine, a manufacturer and distributor of mostly wheels and brakes head quartered in La Palma, California. And he (or she) is right.

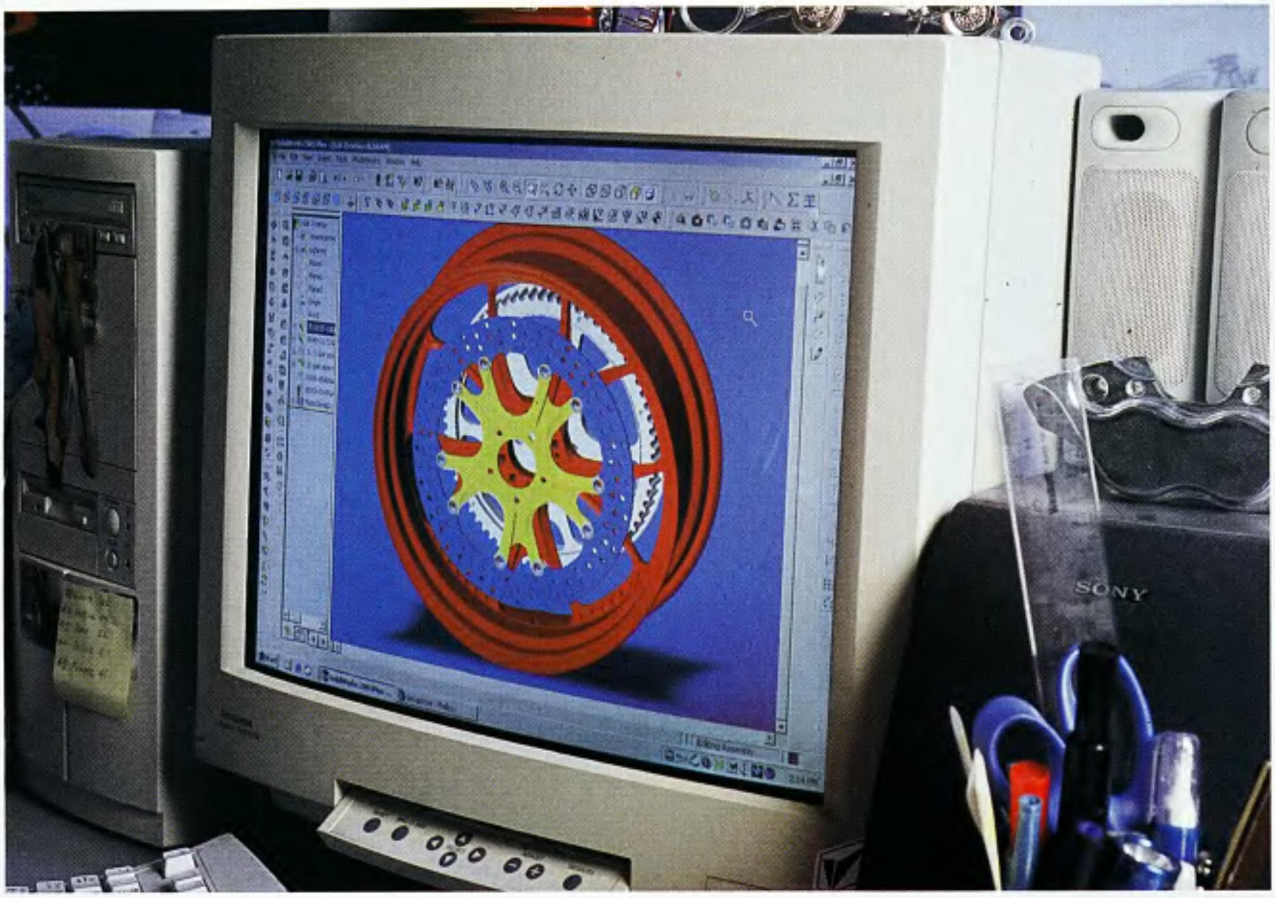
"As far as the motorcycle aftermarket is concerned, Performance Machine is the only wheel company in this country that actually tests its own products," is how David Zemla from the company's marketing department confirms our suspicions. "The only other testing of this type that we know of is being done over in Japan and in Europe where the German TÜV has very strict guidelines for every part and accessory that goes onto any motorcycle."

David says that Performance Machine is particularly proud of the fact that their testing is at least on equal footing with what the TÜV (technical watchdog association) is known to demand. This comes in handy, because Performance Machine sells quite a few of its products overseas, and although the costs of having each new line of parts tested is very costly, the company passes all inspections there because of its in-house testing system. But just to make sure that things are as difficult as they can for PM, Dave says, "We test to the TÜV's standards or to those of the Japanese JASO, whichever one is tougher."

But what type of testing are we talking about here? And how does it work? And what benefits could it possibly offer the motorcycle-riding consumer? Okay, okay, I can see you have lots of questions, so let's start at the beginning.

First of all, Performance Machine has been around for 33 years. The company was founded by Perry Sands back in 1970 because his passion for building motorcycles was bolstered by an equal amount of talent and know-how. Perry still functions as the company's CEO, with wife Nancy as the CFO, their daughter Summer as financial manager, and son Roland as the director of racing and development. Rounding out the family wheel are Perry's brother Ted (VP of marketing) and niece Jennifer, who handles customer relations.

The company, while having somewhat diversified its product line over the years, is mostly known for its wheels and disc brake systems, with additional forays into hand and forward controls, clutch housings, and the ever popular (and technologically demanding) T-shirt lines. According to Dave, it's a formula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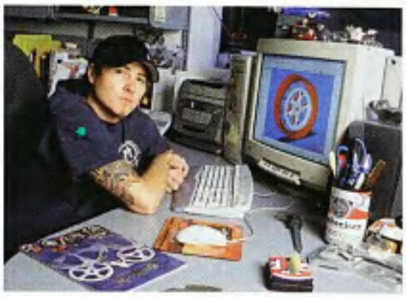

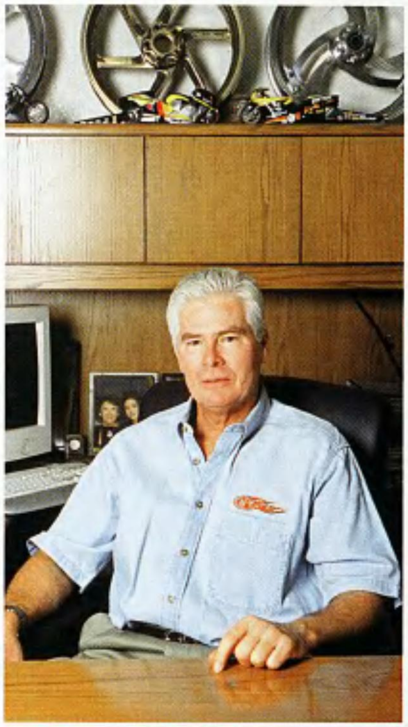

Photos: Markus Cuff

that's worked well for the company so far and won't be changed any time soon.

Also over the years, and due to its pride in its workmanship and quality, the company began testing its own products in-house. So, let's take one of PM's products, any product, and see how all this works in day-to-day practice. Let's take a wheel for instance. All of PM's wheels are forged wheels, made from high-grade aluminum, with the exception of what the company sells to the drag racing market. "Those are wheels made from spun aluminum," says Dave.

The wheel comes from a nearby forging house, where it starts life as a roughly toaster-sized block of aluminum that is forged, with tremendous pressure, into a raw wheel. It arrives at PM in this shape and is lathe-turned there for its roundness and desired shape. After that, it is handed over to a CNC-machinist for its specific design, then goes on to polishing and finally to get chromed. To accommodate PM's tremendous output, there are literally dozens of CNC-machines working nonstop. "Our CNC machines run 24-6," Dave underlines this impressive feat. "They have Sundays off."

After receiving its hub and bearings, the wheel is visually scrutinized in Quality Control for any material flaws it might have. But the true tests are yet to come.

Stationed around the manufacturing plant are various machines, which really put PM's products through its ropes. There is, for example, the impact tester, which, according to Dave, "simulates the wheel hitting an obstacle at full speed and tests the wheel's stability and its capacity to retain full air pressure."

Or take the salt-spray tester, "with which we test the corrosion resistance of the product, both chromed and polished," he explains. Of course, it's not only wheels that get tested here, but pretty much the entire product line (with the exception of the T-shirts).

Specifically applied to the wheels is the torsion tester, which puts their hubs under pressure by simulating the torque created by either hard acceleration or hard braking, as well as other adverse things that can happen to a wheel.

The side-load tester challenges the wheel's capacity for hard cornering, while the radial-load tester not only checks the tire's limits—more as a by-product, since the responsibility for the tire's quality rests with the tire manufacturers—but also and mainly the wheel and its bearings by simulating full load at full speed.

Last, but certainly not least, the brake dyno ("our technologically most advanced piece of testing equipment," says Dave) makes sure that any bike, American or metric, equipped with PM brakes and discs comes to a quick and safe stop. "That's a really big deal," says Dave, "because as far as high-performance braking goes, the disc is just as critical as the calipers and pads. We test everything at three separate speeds, in the 30s, 60s and 90s."

The whole braking system goes through rigorous inspection at tougher-than-reality conditions, as do all other parts; brake lines are also part of the operation. Under normal conditions, a brake line will experience anywhere from 100 to 300 pounds of pressure, according to Dave, and while the brake lines are being tested at 300 pounds, "our brake calipers will survive a 1,000 pounds of pressure, which never happens in the real world," Dave says. "Testing at 300 pounds is already the equivalent of really aggressive braking."

Everything PM manufactures is tested at such extreme conditions, because it is one way—the best way—to assure that the consumer benefits from what is certainly a beacon of uniqueness on the motorcycle market. From a simple brake disc to the often complicated designs of its forged wheels, Performance Machine makes sure that every product going onto a customer's bike has already successfully withstood any rigors and tortures to which this customer could potentially submit his ride on the road.

And because they're having so much fun doing what they're doing, the folks at PM are also currently testing the prototype for a radically new wheel that, according to Dave, "will be a total departure of what's out there in the wheel market today. It's a completely new style of wheel and will come out very soon," he says. As to how different and innovative a wheel it will be, all he is willing to divulge at this time is that "with this wheel, we are totally ignoring what other manufacturers are doing and going into a completely different direction."

Dave assures us, however, that regardless of what it may look like between the rim and the hub, this new wheel will, at any rate, remain round. "Some things you just can't get away from," he says.

—Red Baron

Performance Machine is located at 6892 Marlin Circle in La Palma, CA. You can visit their excellent Web site at www.performancemachine.com, or call them at 800-479-3000.

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The Top 10 Hottest Exotic Dancers of 2003

Taking a cue from that love-it-or-hate-it TV show, *American Idol*, the staff here at *Easyriders* took a three-judge panel approach to this year's search for our Hottest Exotic Dancer. And in doing so, decided that this year's winner will not only receive the much-coveted title, but will also grace our pages in a future issue.

So, how to make this work? We took one Asshole, teamed him with an actual "stripper talent scout" (because, as we all know, chicks—especially hot ones—get the best lap dances), and an older guy who is very quiet, but whose actions speak louder than words—then set them loose *Idol*-style in the strip clubs of four different cities.

What they brought back to the office was amazing. Most of the stuff, like dried-up tissue papers, was immediately discarded. The video of the all-girl lap dances were saved…for obvious reasons, and what was leftover was the 10 hottest girls that our judges then "voted" on.

Now, before we forget, much thanks to Miss Lydia Parks, Entertainment Agent Extraordinaire, for helping with all the photos and those "special" lap dances. So, without any further adieu, here are your Top 10. By the way, if you're a dancer and want our "judges" to check you out next year, send in your photos and bio to Easyriders' Exotic Dancer Contest, Attn: Scott McCool, POB 3000, Agoura Hills, CA 91376. Who knows, next time it could be you!

—Oil Can

#10 TYLER DAY

The ultimate hardbody made our cut for the Top 10 by throwing her 5-foot-11-inch (36-24-34) body right at us. She's been a calendar girl for Harley-Davidson, *Skin Deep*, and a spokesperson for the Ab Roller no less. She's made many appearances in *Muscle & Fitness* as well as a few other fitness mags and holds the titles (we love these things) of Miss Wild, Wild West and Miss Nude North America Entertainer of the Year.

#9 HEATHER KELLY

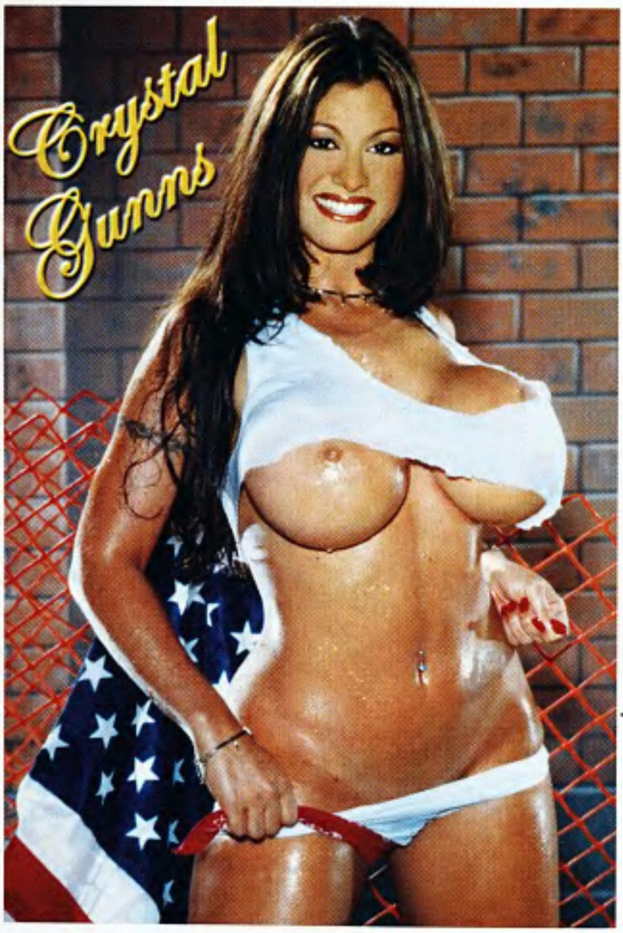
Measuring in at 5 feet 5 inches, 36DDD-24-34, Heather has appeared in *Penthouse* over eight times, including the *Girls of the Zodiac* video and two calendars. Making appearances on *The Howard Stern Show*, *Jerry Springer* and a few music videos on MTV didn't hurt either. Why is it that so many of these girls so often show up both here and on Howard's show? Anyway, this blue-eyed blonde is a real crowd-pleaser and cock-teaser... which is bad for you, but good for business.

◄#8 MISS MARY CAREY

Yes, she bears a little resemblance to Mariah Carey. She's also been seen in music videos by R. Kelly (she must have been of legal age) Redman and Nelly. However, that's as far as the whole resemblance thing goes. Miss Mary has been featured in more than 15 adult videos, several magazines—Yep, been on *Howard* as well—and is the official spokesmodel for Liquid Latex. Not seen enough? Check out her Web site atwww.marycarey.com, and get yerself a T-shirt or somethin'.

▲ #7 LOVETTE

44HHH. Is there really anything else you want to know? 44HHH-24-35 to be exact. Not enough? How about this: She's appeared in over 200 XXX films. I only mention this because I love some of the titles. *Sorority Sluts*, *Hardcore Schoolgirls* and (our personal favorite) *Ass Angels*! But wait! Don't forget her award for "Best Anal Sex Scene of the Year" given by Adult Video News (AVN). Lovette also holds the title of Exotic Dancer's Big Bust Entertainer of the Year—2002 (they get pretty specific about those year things). Oh, so much more and so little room to print. Check her out at www.lovette.com.



◄#6 CRYSTAL GUNNS

And in this corner, weighing in at a very respectable 46GGG-26-34....She holds the titles of Miss Big Bust Erotic 2002, Miss Big Bust Erotic Most Beautiful Face 2002 and Miss (here's another good one) Boobalicious Babe 2002, and she can be seen in the video *Busty Dildo Lovers* (I'm not makin' any of this up). Let's get ready to have boobies shoved in our faces...Miss Crystal Gunns!

#5 LINN THOMAS ▸

Lithe Linn here credits herself as being the only girl to ever be featured as both a *Penthouse* Pet AND a *Playboy* Playmate. She appears both on the cover as well as inside the October 2000 issue of *Penthouse* and in many of *Playboy*'s magazines—both in the USA and abroad—including the May 1997 (U.S.) issue. You may also have seen her in *Perfect 10* magazine, in the animated form for the *Vampirella* comics, or sucking on a Don Diego cigar for its ad campaign. I saw that one and all I can tell you is…I love cigars.

#4 HOLLY HALSTON

Short in stature but long on looks, Holly stands in at a little over 5 feet tall and measures 32D-19-32. This little spinner is truly a busy girl. Not only does she hold the titles of Miss Nude Colorado and Winner of the Annual Pole Olympics Colorado, she's also the star of the videos *New Girls In Town No. 4* and *Peter North's North Pole No. 38* (Ya know, after No. 32, they've all been too predictable).

▼

▲

#3 YASMINE BLAKE

This gorgeous brunette with green eyes stands in at 5 feet 5 inches with a knockout 36D-23-35 figure. Ms. Blake has often been mistaken for the "other" Yasmeen. However, it was this one here you may have seen in *Rated X* with Charlie Sheen and Emilio Estevez. Of course Yasmine also holds the titles of Miss Nude Manitoba—Best Breasts, Miss Nude Manitoba—Beauty Queen Image and is one-half of the Ultimate Duo Champions "Kitty, Kitty." So for all of you livin' in the Great White North, don't be surprised if you think you see the *Baywatch* Yasmeen flingin' herself around on a pole near you…it could be this little Kitty. Now if this Yasmine got together with the other Yasmeen….

#2 JODIE MOORE

Jodie is truly an international dancer. Australia, New Zealand, Japan and the Philippines are just some of the countries where she's shaken her moneymaker. Well, of course, here too. It was a tough call to have to make, but jugulous Jodie here just missed the No. 1 spot. Maybe it was the tricycle…we aren't sure. We'd been up all night by that point, out of tissues—it's a long story.

HERE SHE IS. *EASYRIDERS'* PICK AS THE #1 HOTTEST EXOTIC DANCER FOR 2003: GINA LYNN

Now Gina had passed across our desks before. I'm not saying in which one, but it could have been that we'd seen her in either *The House Sitter*, *Sex Deluxe*, *Jail Babes No.3*, *Buttslammers No. 21*, *Wet Cotton Panties*, or *California Cocksuckers No. 20*. Besides those, and many other titles, Gina has also appeared in many men's mags but, more recently, she has started to go mainstream. She appeared in the major motion picture *Analyze That*, with Robert DeNiro and Billy Crystal, appeared—and wasn't whacked—on HBO's *Sopranos*, as well as a part on NBC's *Third Watch*. At only 5 feet 3 inches, she grabs ya with her gorgeous 34C-24-34 frame. No wonder she's taking both the mainstream and adult movie business by storm.

Check her out here in an upcoming issue, draped all over some lucky bastard's bike. Now, I gotta go get a cigar and clean up.

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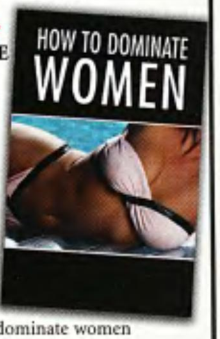

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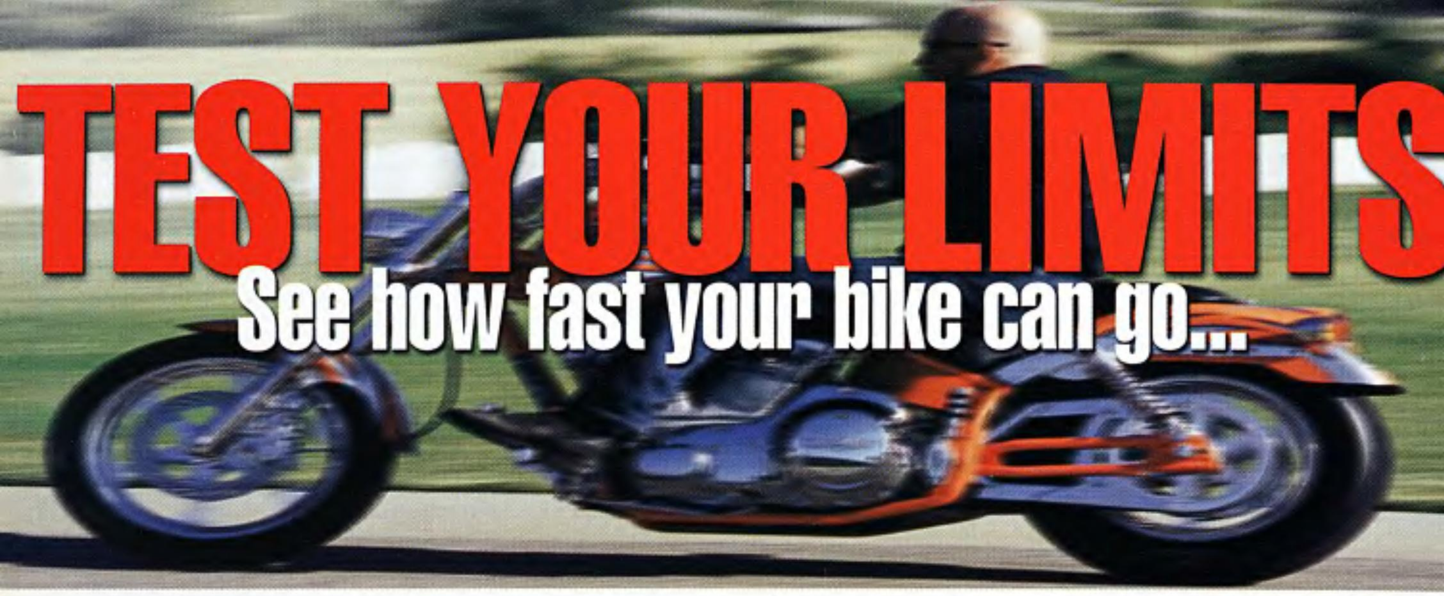

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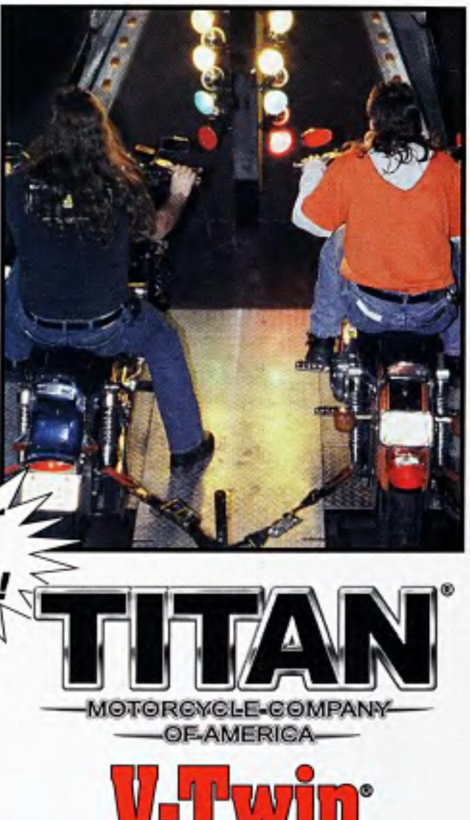

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3/28	Specialties Motorsports - Bluffton, SC
3/21-3/23	Charlotte Honda - Charlotte, NC
4/4-4/6	Thunder Mountain HD - Ft. Collins, CO
4/11-4/13	Las Vegas H-D - Las Vegas, NV
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4/23-4/27	Laughlin River Run - Laughlin, NV
5/3	American Eagle H-D - Corinth, TX
5/9-511	Bergen County H-D - Rochelle Park, NJ
5/14-5/18	Spring Rally - Myrtle Beach, SC
5/23-5/25	Freedom Rally - Evanston, WY
5/30-31/1	Doc's Harley-Davidson - Kirkwood, MO
6/5-6/7	Milwaukee Rally - Milwaukee, WI
6/11-6/15	Bike Week - Laconia, NH
6/20-6/22	Gutterridge H-D - Danville, IL
6/27-6/28	Dave Stock H-D - Manitowoc, WI
7/4-7/6	Knoxvillle H-D & Buell - Knoxville, TN
7/11-7/12	Roeder H-D - Monroeville, OH
7/18-7/20	Overtuff Powersports - Springfield,IL
7/24-7/26	Honda Homecoming - Marysville, OH
8/1-8/3	Gerencer H-D - Elkhart, IN
8/6/-8/10	Full Throttle Saloon - Sturgis, SD
8/15-8/17	Las Vegas H-D - Las Vegas, NV
8/22-8/31	Harley's 100th Anniversary - Hal's H-D New Berlin, WI
9/5-9/7	Loess Hills Rally - Council Bluff, IA
9/11-9/14	Delmarva Bike Week - Ocean City, MD
9/19-9/20	Zepka H-D - Johnstown, PA
9/26-9/27	Sauk Prairie H-D - Sauk City, WI
10/3-10/5	San Jose H-D - San Jose, CA
10/11	Jim's H-D - St. Petersburg, FL
10/15-1019	Biketoberfest - Daytona Beach, FL
10/24-10/26	Open
10/31-11/2	Open
11/8	Stone Mountain H-D - Lilburn,GA
11/14-11/16	Open
11/21-11/23	Open
11/29-12/1	Open
12/5-12/6	H-D/Pompano Bch - Pompano Beach, FL
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ReadersRides

Anthony Orlando
Springfield, Virginia
2000 Softail Deuce

"I'm a relatively new Harley owner," Anthony admits, "and I like making unique changes to my bike as much as I enjoy riding it."

Let's ponder this statement for a minute....

Okay, I'm done. You done? Good, then let's move on. "My bike was only a month old before the 'custom bug' bit me," he continues. This seems rather harsh punishment for a bike so young, particularly at the hands of such a self-described novice, and in most cases, experts in the field would recommend abstaining from such an endeavor due to the potential of extreme volatility.

What do I mean? Simple. Let's take a look at what's happened here: Anthony has taken a perfectly good, brand-new Deuce and attempted to emulate the masters like Perewitz, Ness, James, or Lane. He has chopped the rear fender and removed the taillight, stretched the front fender using sections of another fender, a wrecked one even! A 5-degree triple tree was added and the bike lowered 2 inches for a more aggressive stance. He moved the horn to the original coil location and made a custom motor mount for a dual coil setup. And that's just the beginning. There's the Performance Machine wheels, matching rotor and pulley, Paul Yaffe crack pipes, forced air filter... and all that chrome!

He's not even happy with the outcome yet and still wants to stretch the tank to match up with the solo seat. Is all this recommendable? Is this healthy? Well, goodness, no! Next thing we know, he'll want to build a custom bike from scratch. Just imagine it!

If everyone who ever bought a new bike felt the way Anthony does, what would happen to all the stock bikes on the American roads? What would happen to model recognition enabled by a simple glance through the corners of one's eyes? Who could tell a Fat Boy from a Deuce anymore? Confusion would run rampant on the streets.

No, we find that this is a wholly unholy transgression. We need to return to the basics. We need to return to stock.

Let's ponder this statement for a minute....

—Tripper

Photos: owner

Charles Leinen
Fort Myers, Florida
1992 Softail Custom

"I bought the bike from a good friend," is how Charles opens his story. "It was totaled from an accident."

The first thought coming to anyone's mind at this point would probably be, "Well, how badly was the friend hurt?" But Charles doesn't deal with that question. For all we know, it wasn't even his friend's bike and might have belonged to someone entirely different. Maybe Charles' friend inherited the bike?

Well, let's not get too morbid about this situation. Whatever happened to its previous owner, we should be happy for Charles that he managed to get himself a bike...presumably dirt-cheap. And that's good, because the money Charles saved he spent on a portable feed welder and a spray gun for painting. "I had done neither before," he says, "so there was a lot of grinding and a few runs. I also bought an airbrush kit, but I'm going to need more practice before I attempt doing anything with it."

Charles, who says he got a lot of his ideas from the very pages you're holding in your grease-stained fingers, apparently also bought the *Best of Easyriders* book for some more ideas. Accordingly, his plans were well executed when it came to...well, executing his plans. "I made the center console, air dam, some frame modifications, and license plate bracket," he says. "And I had the top skins for the fenders and added the sides to them. It's amazing what you can do with a 4-inch vise and a jig saw."

Charles also took out some of the—presumably—damaged parts and replaced them with some new ones, like the 10-over Wiseco pistons with their 10:1 compression, a Crane cam and push rods and ignition, V-Thunder lifters, Dyna coils, a set of 2-inch pipes from Khrome Works. There's also a Dakota Digital speedo and tach, and a nice LaPera Seat.

He also painted it and now he's got what he's always wanted: a pearl white, low, fat, and loud Harley, built from scratch.

Does he feel more people should total their bikes so he could keep building more inexpensive customs? He doesn't say. *—Tripper*

Photos: owner

Scott Litman
Lancaster, New York
1995 Fat Boy

Scott was none too pleased when I called him. He thought I was one of those annoying telemarketers. "Man, they're just a pain in the ass," he says after I called him back, and rightly so. Of course, we would never stoop that low…calling people during dinner and trying to sell 'em stuff. Tsk, tsk!

After I called Scott back and yelled on his answering machine that I was actually from *Easyriders*, he immediately picked up and was glad to tell me all about his bike. Seems he bought the bike new back in '95 and promptly proceeded to tear it apart. "This is the third time it was rebuilt," he says with much glee, because I didn't ask him for his credit card number. "The guys at American Harley-Davidson did most of the work, and I want to thank them for all they've done."

He wants to mention Joe, Jeff, and Dave, who rebuilt the motor with a Crane cam, Crane lifters, and mighty dual Edelbrock carbs. They also rebuilt the tranny and assembled the whole shebang. "The only thing that's still original on the bike is the frame," Scott says. He works for a Chrysler car dealership and makes beaucoup money, thanks to the incredible markup that those dealerships enforce.

Anyway, Scott admits to doing at least "a couple of little things" on the bike, which is as it should be. Let the pros handle the hard stuff; that's what they get paid for, right? As far as taking the bike apart again, Scott prefers to not do that anymore. "You can keep going and going, but you're never gonna keep current. Every time you change something, something new comes out," he says. Smart move. Besides, with all the money he saved, he's already bought himself a new Softail. It's incredible, how fast loose cash can burn a hole in your pocket.

Sensing his generosity, I slightly change the subject. "So, by the way, Scott," I say, "I am also a representative for the Happy Weasels Retirement Fund…."

Click!

—*Tripper*

Photos: Kim Peterson

ReadersRides

Eric Torres
Winnetka, California
1996 Rigid Chopper

Have you ever wondered what the modern wrench who's gainfully employed at a Harley-Davidson dealership would ride if, instead of having to work on those pesky customers' bikes, he could build his own ride? Wonder no more, because you're looking at it.

"I built this bike myself in a garage during my spare time," Eric informs us, "usually on evenings and weekends when I wasn't working at my full-time job at Barger Harley-Davidson."

Just because he says, "I modified a few parts and powdercoated a lot of the stock parts, and it had to be completed within my strict budget," don't think that this bike was built with parts that somehow never made it onto customers' bikes entrusted into Eric's care at Barger. That would be way far from the truth. "I took the time to find a lot of the high-dollar items, such as the engine and transmission, for a reasonable price, by asking around," he assures us.

Some of the parts he's talking about would be the '96 Evolution motor with its Crane HI-4 ignition and Mikuni HSR 42 carburetor. Also the '83 tranny with JIMS extended kick shaft, the Python 3 pipes, the MID-USA rigid chopper frame with its 38-degree rake and extra 4 inches in the down tube. There's the 6-inch over FXDWG front end, the FLSTF gas tank and the FXSTC oil tank, just to mention a few. If you've had your bike worked on at Barger's recently, don't be going to the garage now to check on it, okay? Eric is a self-sufficient man and doesn't need your involuntary charity.

It took him about a-year-and-a-half, he says, "but all the hard work and patience paid off. I am now riding a bike that may not be as loud and flashy as the show bikes, but is unique enough to gather its own crowd."

Again, these are not people looking for their parts! *—Tripper*

Photos: owner

"Good news, Mel. A company called E.P.A. is interested in your chili recipe."

THE VEGAS WINS BIG

High-Stakes Payoff

Each year, the end of summer brings with it certain changes. The leaves begin their colorful fall exodus, and riders return from the last of the big summer runs—Sturgis—with all kinds of thoughts running through their minds. It's at this time of year that some riders begin to evaluate the past riding season and start to think about new paint or a motor hop-up. But for others it's time to sit back and evaluate all the new models of bikes that have been recently introduced by what seems like an ever-growing list of builders, dreaming of the next two-wheeled "significant other" that may find its way into their garages.

This year, Victory gave riders a bit more to think about with the introduction of their all-new Vegas model. In case you can't tell at a glance (and we'd be very surprised if you can't), the Vegas is built on an entirely new platform for Victory and represents a bold step forward for America's "other" bike builder. While the Vegas still utilizes the now tried-and-true Freedom engine, the rest of the bike, from the frame up, is entirely new. With a little help from none other than the father and son team of Arlen and Cory Ness, Victory and product manager Gary Laskin have built—no, make that sculpted—perhaps the sweetest factory custom to ever roll off an assembly line. And with an already available line of factory goodies to choose from, the Vegas is a quantum leap forward for "stock" cruisers.

Starting with a new mono-shock frame, the Vegas was meant to stir the soul. The new frame features an incredibly low seat height for a factory cruiser—26 1/2 inches—a full 2 inches lower than Victory's previous models. And it ain't all looks, neither. No way. The rear suspension works great and features a sensual aluminum swingarm connected to the mono-shock suspension via rising-rate linkage, which provides the low-slung cruiser with a comfortable ride and sure footing on just about any road surface. Of course, Brembo still supplies the stopping power, bringing their vast knowledge of racing brake technology to a stock bike.

But what really sets this bike apart are the sensual curves and styling touches found just about everywhere you look. The styling and quality of the sheet metal alone is usually seen only on high-priced custom bikes, not on a showroom floor at a motorcycle dealership.

Once again this year, Victory invited a crack group of moto-journalists to their backyard for another end-of-summer ride in their neck of the woods. Only this time instead of just detailing upgrades to their current cruiser lineup as they have in the past, they had a real treat in store for our elite group. That is, we were finally gonna get a chance to get up-close and very personal with the bike that created quite a buzz at the Laughlin and Sturgis events, and just about everywhere throughout the industry since its introduction in mid-2002. That's right, we were finally gonna throw a leg over Victory's sexy new addition to their model line—the Vegas. Despite the seasonally inclement and chilly weather in Minnesota, we put in a solid day of riding the scenic backcountry roads, at times crossing the river to Wisconsin stopping here and there for warm beverages and gas. The bike was so much fun, another editor and myself completed the entire planned route, despite the weather. Hey, this bike was too much fun! What else can I say?

Topping off Victory's efforts is their online Custom Order Program. This system enables you to order your Vegas with whatever options you choose, be it the basic black with a complete chrome package, or the silver with black tribal flames and a hotter motor. Just click through the choices on the site and your bike arrives exactly as you want it. What could be easier? They'll soon be taking orders for the 2004 models, since the deadline has passed for the '03 models, but you can still check out the site at http://cop.victory-usa.com.

This is just the first major step forward in Victory's planned growth effort. They have slowly but steadily built a solid rep on relatively conservative machines, so the Vegas was a bit of a gamble in these strange economic times. But unlike the odds in Sin City, we think the Vegas is a sure bet. *—Ken Ross*

General	
Fabrication:	Victory Motorcycles
Year and make:	2003 Victory
Model:	Vegas
Assembly:	Victory
Time:	6 weeks
Engine	
Year:	2003
Builder:	Victory
Ignition:	Victory
Displacement:	92 cubic inches (1507cc)
Cams:	single overhead
Intake:	EFI with 44mm throttle bodies
Exhaust:	staggered duals
Transmission	
Year:	2003 5-speed
Painting	
Painter:	Victory
Color:	black
Special paint:	available through dealers
Frame	
Year:	2003
Type:	mono-shock
Rake:	33.1 degrees
Stretch:	none
Shocks:	mono-tube gas with rising-rate linkage
Accessories	
Handlebars:	pullback
Risers:	Victory
Handlebar controls:	Victory
Fenders:	Victory
Headlight:	Victory
Taillight:	LED
Speedo:	Victory
Pegs:	Victory
Foot controls:	Victory
Gas tank:	4.5 gallons
Oil tank:	6 quarts
Seat:	Victory
Mirrors:	Victory
Grips:	Victory
Oil system:	gerotor
Front end	
Type:	43mm telescopic
Builder:	Victory
Wheels	
Type:	Victory
Size:	21 front/18 rear
Tires:	Dunlop
Brakes:	Brembo
Photos:	Ken Ross/ Victory

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ComingAtYa

The juicy June issue of *Easyriders* (No. 360) brings you a buncha badass bikes from top builders and also features a one-of-a-kind ride from Chrome Specialties. This is our Daytona Bike Week Special issue including the best coverage ever of this year's run to the sun as well as Hot Daytona News from the aftermarket world. You'll also find our Columbus Invitational Bike Show where the best bikes in the universe some to capture the gold. We'll show off the latest aftermarket Exhaust Systems, and also bring you a Guide to the Best Summer Rides of the year.

The Tech Garage will offer Part 1 of The Shovel Chronicles, plus our 32-page outsert this month brings you all the madcap fun of Daytona Bike Week as seen through the lens of Michael Lichter. If you were there, you might just be in it! *On sale May 6, 2003*

The mighty May issue of *V-Twin* (No. 25) showcases 11 incredible bike features including custom scoots by Damon's, Paul Yaffe, Tuff Cycle, Coyote Customs and all the newest products and accessories for your ride. Meet master builder Rod Requejo of Twisted Metal, get a look behind the scenes at S&S Cycle as well as BDL Drivelines and check out our Guide to Aftermarket Performance Parts.

We'll bring you all the cool custom bikes of the Memphis Bike Show, get a True Road Tale called Paradise Found and learn about the lifesaving Physics of Braking.

All this PLUS visit metal wizard Randy Simpson, get a complete Guide to the Myrtle Beach Run and *V-Twin* now features more motorcycle-related news and tech info than ever. It's all in the new May issue of *V-Twin* magazine. *On sale April 15th*

The April issue of *Biker* (No. 210) is gonna twist yer gord with some sanitary shit like Tank's 80-inch "Bed Pan" with hard-belly Cassie, as well as our awesome event coverage, don't miss the newsstand Travelin' Trails Special. *On sale March 18*

June's *In The Wind* (No. 113), is fat with photos by our readers. Are they Cycle Sluts or Brain Surgeons, you decide. Biker tattoos and unabashed babes in Barely Bathing Suits fill it up. Plus, see Easyriders' Rodeo (newsstand only). *On sale March 4*

Easyriders
ROADWARE®

A.

B.

C.

D.

E.

A. Cruiser Jacket

This soft leather jacket is perfect for those warm days on the bike and those cool nights out on the town. Strong lines, a waist length, zippered sleeves, adjustable sides, four pockets outside two inside and a tailored back make this a perfect jacket.
4186 Sizes MD, LG, XL, XX, XXX $199.00

B. Embossed Denim Jacket

There is nothing more versatile or comfortable than a denim jacket. It is always in style so you will wear it for years. The unique embossed *Easyriders* logo adds style to an already great jacket. Made in the U.S.A.
9107 Sizes MD, LG, XL, XX
$85.95

C. Basic Biker Jacket

No bells. No whistles. Just top quality leather designed in the classic biker image. Features include three front pockets and one inside, plus lace-up side adjustments, extra long sleeves that zip at the bottom and kidney support.
4181 Sizes MD, LG, XL, XX, XXX
$249.00

D. Two Piece Rainwear

Who says rainwear has to look like rainwear? Here is a set of *Easyriders* rainwear you won't want to take off. It's styled just right with features that include reflective strips; elastic at the waist, wrist and ankles; tons of pockets; and a velcro closure over the zipper and at the neck.
4710 Sizes MD, LG, XL, XX
$79.95

E. Flame Caps

Fire it up with one of these cotton twill caps in a six panel pro-style pattern with an adjustable self-fabric velcro strap in back. Available in three colors (shown top to bottom).

300401	Red/Orange/Gold	
300400	Black/Orange/Gold	
300402	Red/Red/Black	$19.95

F. Four Pocket Vest

This supple vest is fully lined with three zippered pockets, plus it has a change pouch to give you plenty of storage space. The adjustable lace-up sides allow a comfortable fit and the built-in kidney panel makes it a great riding vest.
5170 Sizes MD, LG, XL, XX, XXX
$99.00

F.

G. Vest Extenders

When you need just a little more room in that vest or you just want to keep it from blowing wide open, we have the answer. These handsome looking bone and leather extenders come in a variety of designs with snaps that attach to your vest. Actual size 4 1/2".

1. 310150	Natural	$14.95
2. 310151	Black	$14.95
3. 310152	Metal Eagle	$12.50
4. 310153	Skull	$12.50
5. 310154	Engine	$12.50
6. 310155	Line Bike	$12.50

G.1

G.2

3

4

5

6

H.

H. Cruiser Vest

Get pumped. Then show off those biceps or your favorite tattoo with this heavy duty black leather vest with buckle adjustments, 2 pockets for your hands and 2 more for your valuables.
5175 Sizes MD, LG, XL, XX, XXX
$119.00

I.

I. Leather Chaps With Jean Pockets

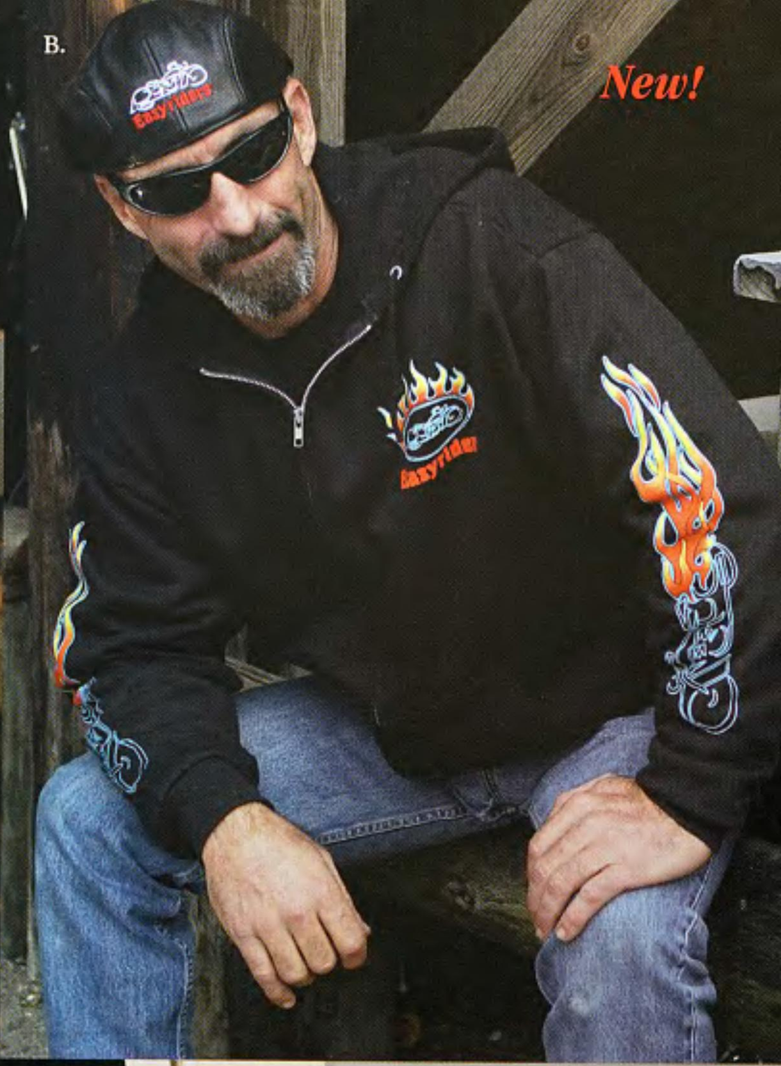
These stylish yet rugged all-weather riding leather chaps have lined legs, snap bottoms and two front jean style pockets. Don't ride without them.
6126 Sizes SM, MD, LG, XL, XX, XXX
$195.00

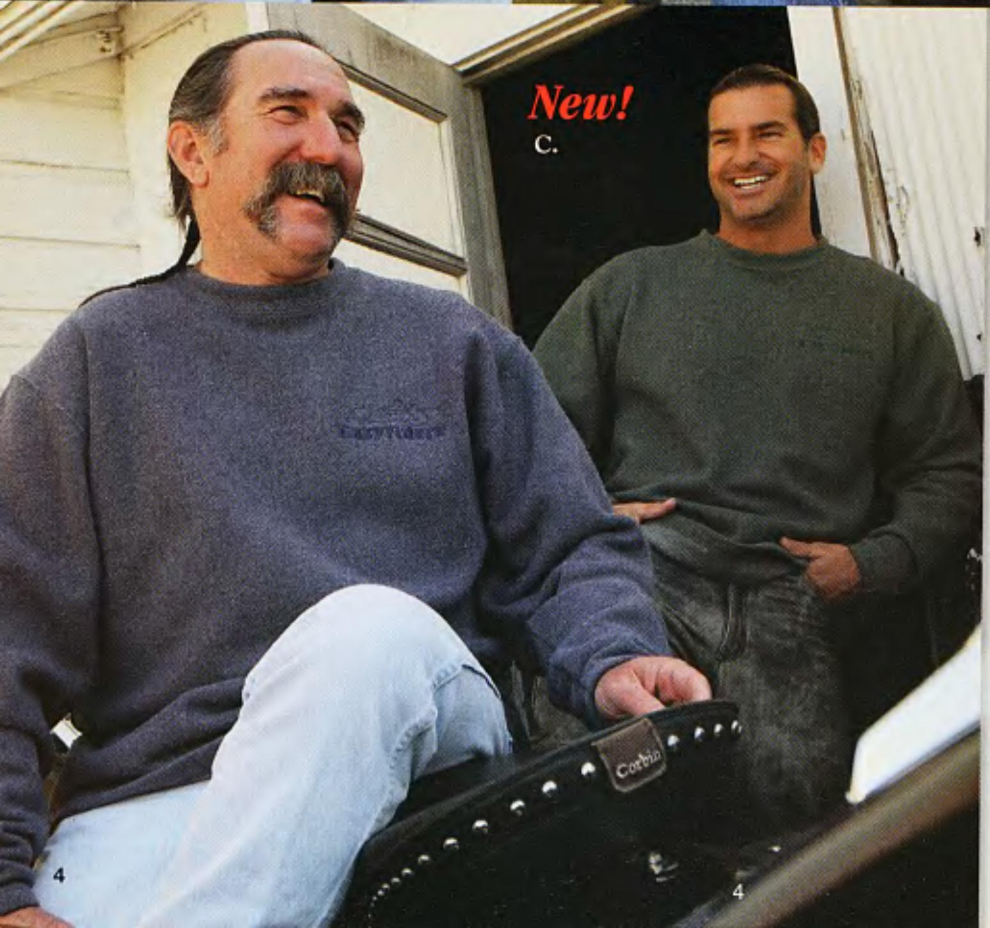
J.

J. Long Sleeve Leather Shirt

For those of us who can't live without leather, we offer a soft fully-lined Napa leather shirt featuring two snap-closure front pockets, a snap down collar and shirt-tail bottom.
3310 Sizes SM, MD, LG, XL, XX, XXX
$222.00

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726
www.easyriders.com





A. High Visibility Sweatshirt

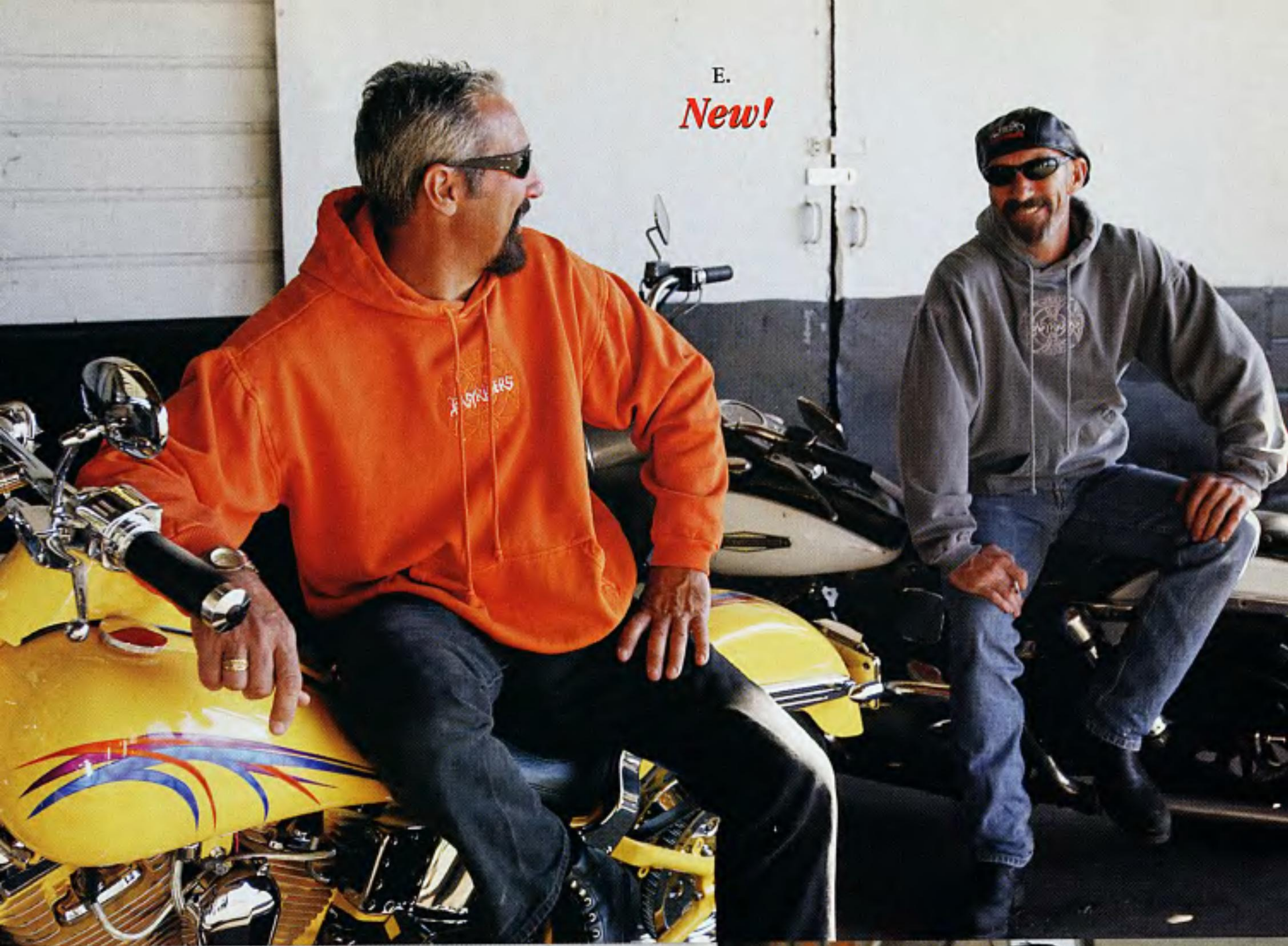
This heavyweight sweatshirt features an easy to see reflective trim for night riding. Heather Grey.
5017 Sizes MD, LG, XL $ 39.95
XX $41.95

B. Zippered Hooded Sweatshirt

With all the comfort and warmth this sweatshirt has the added feature of a hood and flame screen print.
5026 Sizes MD, LG, XL $38.95
XX $40.95

C. Fleeced Lined Sweatshirt

Here's a great combination. It's a sweater outside with a fleece lining inside. While shades may vary due to special dying process this sweatshirt is hard working and comfortable. Available in two colors.
5013 Navy Blue • 5014 Forest Green
Sizes MD, LG, XL $34.95



D.

D. Bike Flame Hooded Zip Sweatshirt

This sweat shirt is made of 100% cotton with knit cuffs, zip front, a tie to tighten the hood and screen printed bike flame design enhancing the sleeves.

3716 Sizes MD, LG, XL $39.95
XX $41.95

E. Wise Guyz Pullover Sweatshirt

A very heavy duty heavy weight sweatshirt with a tone on tone iron cross embroidery. They are garment dyed for that well worn look and available in two great colors.

3728 Charcoal • 3727 Rust
Sizes MD, LG, XL $39.95 • XX $41.95

F. Black Denim Shirt

Now if black is your color, this denim cotton shirt is the one for you. It features two front flap pockets and metal buttons.

3774 Sizes MD, LG, XL $41.95
XX $43.95 • XXX $45.95

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726
www.easyriders.com

A.

New!

New!

F.

B. C.

D. E.

Long Sleeve T-Shirts

These shirts are made of 100% preshrunk cotton and are available in your choice of designs. Some even feature a design on the front as well as both sleeves.

Unless otherwise shown, pricing for all shirts is as follows:
MD, LG, XL $28.95 • XX $31.95 • XXX $33.95
Information on B. thru H.

A. Wicked Bones Henley
Made from 100% preshrunk cotton and features a three button collar and embroidered Gothic skull. In short or long sleeve (long sleeve comes with a sleeve print).

Short Sleeve 5024 Black • 5025 White
Sizes MD, LG, XL $29.95
XX $33.95

Lg. Sleeve 5016 Black • 5015 White
Sizes MD, LG, XL $34.95
XX $38.95

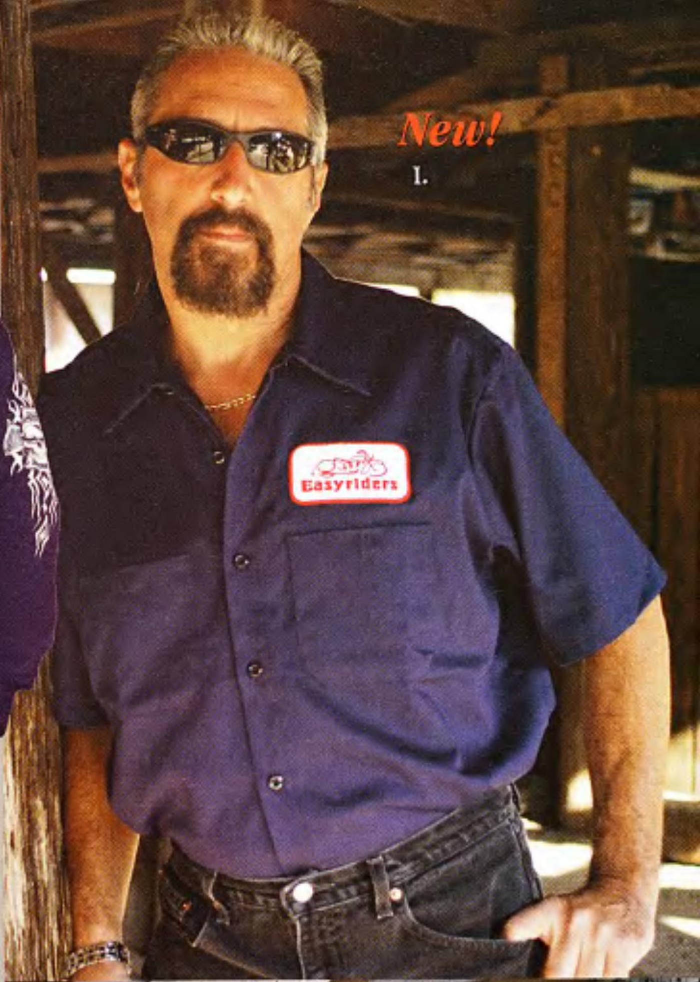
B. Liquid Eagle-Lake Blue
8295 Sizes MD, LG, XL, XX

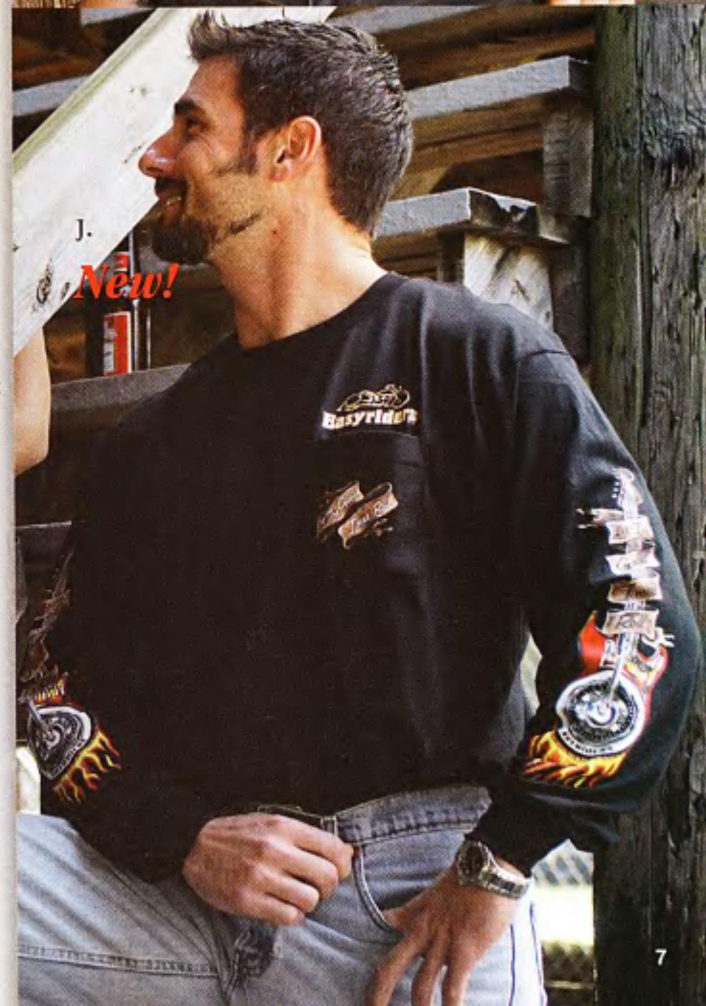
C. Flaming Skull
8725 Sizes MD, LG, XL, XX, XXX

D. Wolf Shield
8477 Sizes MD, LG, XL, XX, XXX

E. Blue Girl Flame
M8726 Sizes MD, LG, XL, XX, XXX

F. G.I. Lady
8202 Sizes MD, LG, XL, XX





G. All American Green
This shirt has no sleeve design.
8624 Sizes MD, LG, XL, XX $24.95

H. Iron Cross
8478 Sizes MD, LG, XL, XX, XXX

I. Easyriders Work Shirt
The Mens durable work shirt is made of 100% wrinkle resistant. The rich navy blue shirt is available in both short sleeve and long sleeve.

5011 Short Sleeve
Sizes MD, LG, XL $37.95
XX $39.95 XXX $41.95

5010 Long Sleeve
Sizes MD, LG, XL $39.95
XX $41.95 XXX $43.95

J. Let The Good Times Roll Pocket Tee
8172 Sizes MD, LG, XL $28.95
XXL $31.95 XXX $33.95

K. White Logo Embroidered Cap
This richly embroidered six panel cap has an adjustable velcro closure and is made of 100% cotton. It also has an adjustable snap/buckle back.
300409 $19.95

L. White Skull w/Celtic Flame Cap
This hat features a white embroidered flanked on each side by black embroidered Celtic flames and the words *Easyriders* in orange. It is a six panel hat and it has an adjustable snap/buckle back.
300411 $19.95

M. Tribal Skull Six Panel Cap
This hat features a golden embroidered tribal style skull and has an adjustable snap/buckle back.
300412 $19.95

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726
www.easyriders.com

BARGAINS

Your choice for
$19.95 each.

A. Double Pocket Twill Shirt

You will want to wear this shirt every day. Its 100% cotton construction allows it to breathe, and the addition of wood-tone buttons and double button front pockets give it great style.
7468 Sizes MD, LG, XL, XX, XXX
~~$34.95~~

B. Twill Shirt w/Casual Collar

Here are two choices in a favorite style. They are made of 4.5 oz. cotton and feature a stiff relaxed collar (not button down) along with two button adjustable cuffs and a left chest pocket. The wood-tone buttons are a nice touch to an already great looking shirt. Available in either stone or a brown/black mini houndstooth pattern.
7496 Stone
Sizes MD, LG, XXX ~~$34.95~~

7497 Houndstooth Sizes
Sizes MD, LG, XL, XX, XXX ~~$34.95~~

C. Band Collar Twill Shirts

These band collar shirts are made from some of the softest 100% cotton you'll ever put next to your skin. Two single button pockets, and an *Easyriders* embro dered logo finish it off nicely. It is availab in a choice of three colors green has a touch of denim inside the collar.
7485 Plaid (MD & XXX only)
7466 Khaki • 7465 Green
Sizes MD, LG, XL, XX, XXX ~~$34.95~~

D. Flap Pocket Twill Shirt

It is 100% cotton that makes this shirt a pleasure to wear. It features a crisp look and pockets with pleated flaps that will keep things inside where they belong.
7467 Sizes MD, LG, XL, XX, XXX ~~$34.9~~

E. Plaid Button Down Shirt

Traditional button down collar with a larg plaid pattern and double flap front pocket make this a great shirt to wear any place
7495 Sizes MD, LG, XL, XX, XXX ~~$34.9~~

Easyriders
All shirts on this page have this logo.

Also available online at –
www.easyriders.com

F.

F.

F.

F.

H.

G.

I.

F. Easyriders Flame Dress Shirts

Take dressing up to a whole new level with these outrageous flame shirts. They are made of a polyester material that feels like silk and they're available in three styles:
7522 Eagle & Skulls
7500 Chest Flames w/flame buttons
7501 Blue & Red Flames w/skull buttons
7502 Yellow and Gray Flames
w/flame buttons
Sizes MD, LG, XL $54.95
XX $56.95 • XXX $58.95

G American Dream Dress Shirt

This shirt is right out of and old black and white movie. It features a nostalgic scene blended with a flag design all printed into a polyester shirt that feels like silk. Wow!
7520 Sizes MD, LG, XL $54.95
XX $56.95 • XXX $58.95

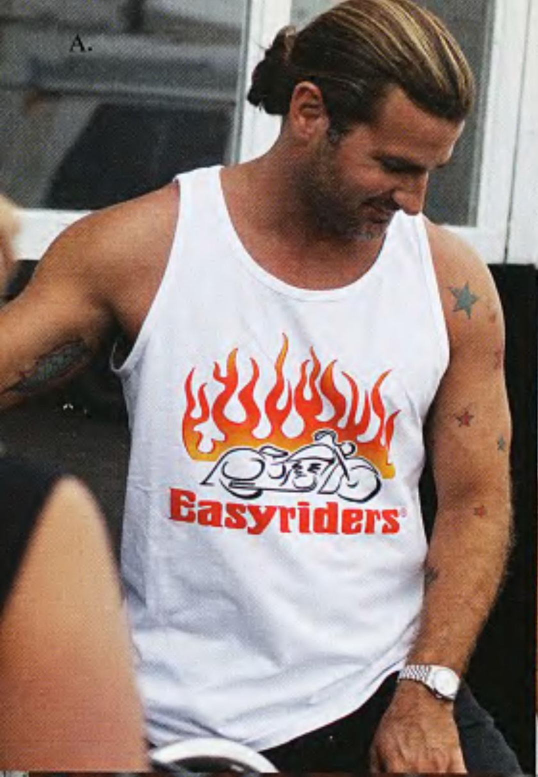
H. Barbed Wire

Nothing gets past this shirt. From the fully embroidered barbed wire trim, no fuss polyester material, exclusive motorcycle button and embroidered emblem pocket, this shirtis as comfortable as it is unusual.
7505 Sizes MD, LG, XL $54.95
XX $56.95 • XXX $58.95

I. Bowling Shirt

This modern design is set on top of a comfortable poly rayon shirt that feels great on your skin. You'll love the timeless style.
7300 Sizes SM, MD, LG, XL $49.95
XX $52.95

A.



New!
B.

C. (1)

C. (2)

A. Mens Logo Tank Tops

These comfortable tank tops are available in two designs and a choice of two colors. Made of 100% preshrunk cotton, machine washable and made in the U.S.A. What more could you ask for?
8406 Flame Logo in White
Sizes MD, LG, XL $17.95
XX $19.95

B. Winged Cross Tank

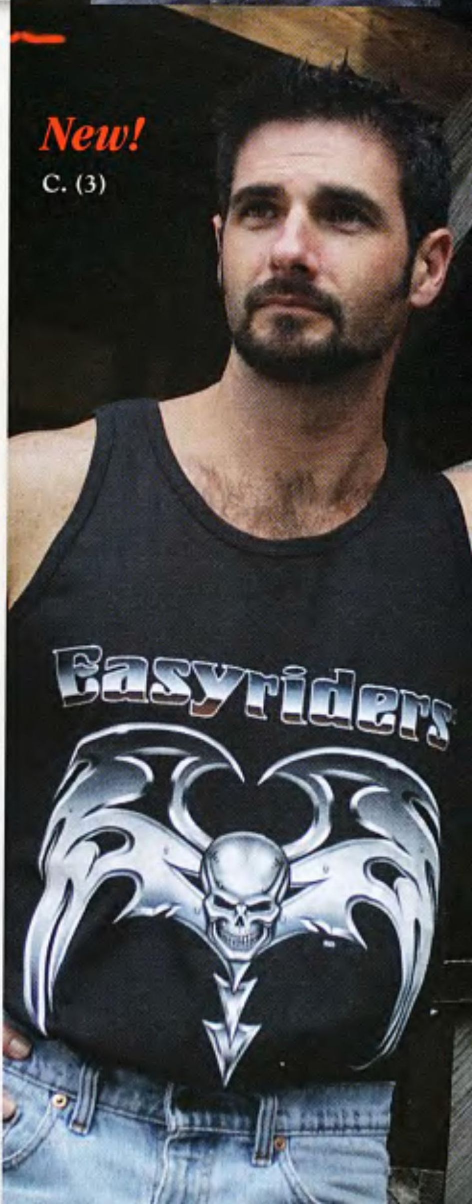
This strong logo will compliment all those who wear it. It is made of 100% cotton and is available in black or red.
8729 Red • 8730 Black
Sizes MD, LG, XL $17.95
XX $19.95

C. Line Bike Tank (1)
Flaming Skull Tank (2)
Chrome Skull Tank (3)

How to choose between them? That's the hard part. All three are made of 100% preshrunk cotton, machine washable and made in the U.S.A. What design to choose? That's easy, the one you don't have.

8728 Line Bike • TK8726 Flaming Skull
8731 Chrome Skull
Sizes MD, LG, XL $17.95 • XX $19.95

New!
C. (3)



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Fax: (800) 523-8301 or (818) 889-4726
www.easyriders.com

D. Mens 1970 American Muscle T-shirt

Easyriders was established in 1970 when extended front ends and ridged frames separated the men from the boys. Now this muscle tee is here to remind us of those days. It is made of 100% cotton and is screened on a heather gray shirt.

8916	Sizes MD, LG, XL	$17.95
	XX	$19.95

E. Sleeveless Denim Shirt

If you've been working out or have a new tattoo to show off this shirt will do the job for you. Maybe you just want to layer up until the sun comes out. It has a worn (but not abused) look and feel. It's bound to be your favorite. Available in two colors.

9146 Black • 9148 Washed Blue

Sizes MD, LG, XL	$34.95
XX	$36.95
XXX	$38.95

F. Muscle T-shirt with Skull logo

Wear a piece of history close to your heart. This shirt features the *Easyriders* name in one of the original 1970 designs printed on comfortable 100% preshrunk cotton. It's machine washable and made in the U.S.A.

8341	Sizes MD, LG, XL	$17.95
	XX	$19.95

G. Liberty Sleeveless Denim Shirt

This stonewashed crossgrained denim shirt features two front pockets and heavy duty snaps for a new look to an old favorite.

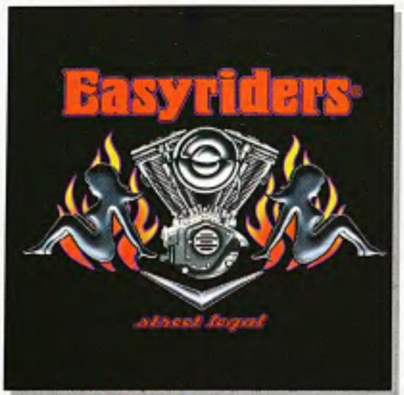
9149	Sizes MD, LG, XL	$35.95
	XX	$37.95
	XXX	$39.95

E.

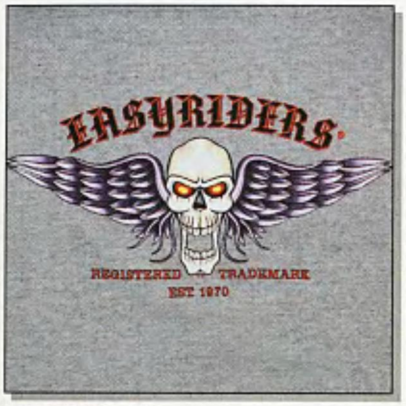
For over 20 years *Easyriders* T-shirt designs have always embodied the fun and freedom of the biker experience, and our newest T's continue that fine tradition. Some designs have also combined embroidery with the silk screened image, while others have been printed front and/or back. All designs are screen printed on 100% cotton.

Unless otherwise noted, pricing is as follows:
MD, LG, XL T-shirts are $18.95 ea.
XX are $21.95 ea. • XXX (when available) are $24.95 ea.

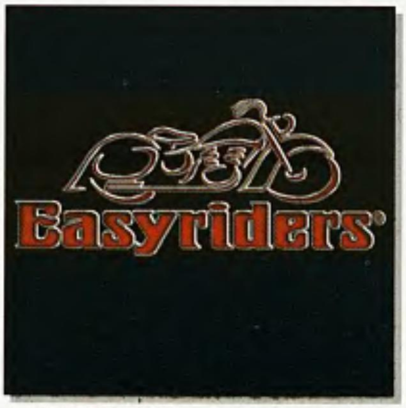
Also available at - www.easyriders.com



RETRO ***New!***
8154 Sizes MD, LG, XL, XX, XXX



PURPLE WINGS
8719 Sizes MD, LG, XL, XX, XXX



CHROME LINE BIKE
8918 Sizes MD, LG, XL, XX, XXX

CHROME SKULL
8925 Sizes MD, LG, XL, XX, XXX

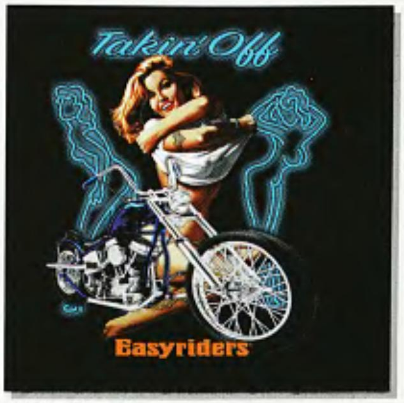
WHITE LINE BROS - Signature Series w/embroidered David Mann signature.
8585 Sizes MD, LG, XL, XX, XXX $24.95

G.I. LADY (On Khaki Shirt) ***New!***
8224 Sizes MD, LG, XL, XX, XXX

EASYRIDERS FLAG
8921 Sizes MD, LG, XL, XX, XXX

LIVE TO RIDE-AIRBORN
8924 Sizes MD, LG, XL, XX, XXX

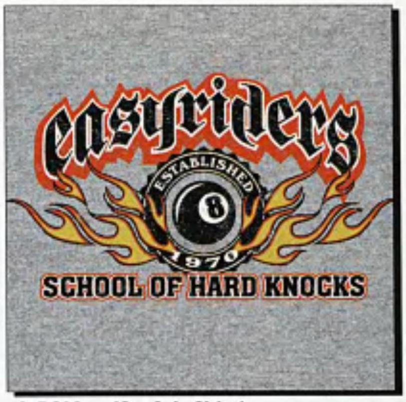
EMBLEM
8914 Sizes MD, LG, XL, XX, XXX



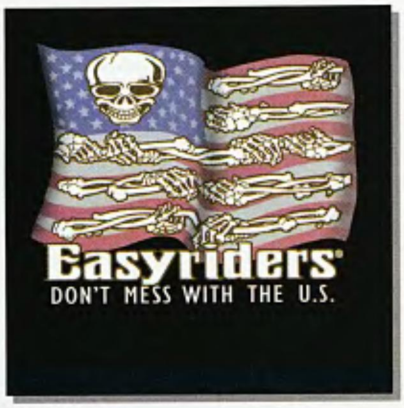
TAKIN' OFF
8913 Sizes MD, LG, XL, XX, XXX

FLAMING SKULL
8949 Sizes MD, LG, XL, XX, XXX

IRON CROSS
8948 Sizes MD, LG, XL, XX, XXX

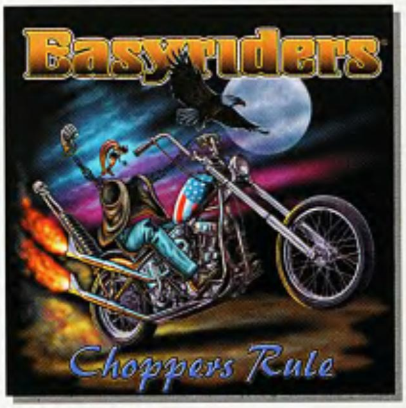


8 BALL (On Ash Shirt)
8280 Sizes MD, LG, XL, XX, XXX

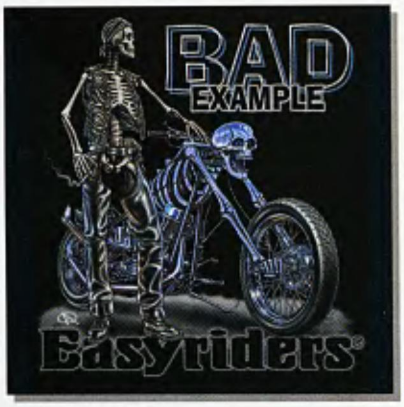


SKULL FLAG
8284 Sizes MD, LG, XL, XX, XXX

DAVID MANN - SUNSET STRIP
8860 Sizes MD, LG, XL, XX, XXX

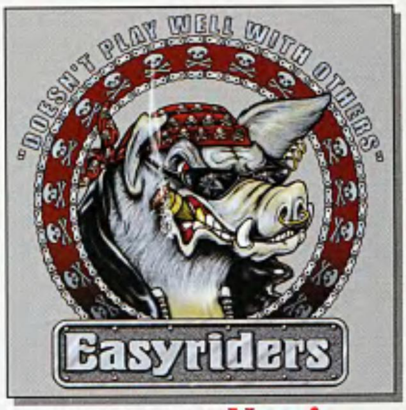


CHOPPERS RULE
8232 Sizes MD, LG, XL, XX, XXX



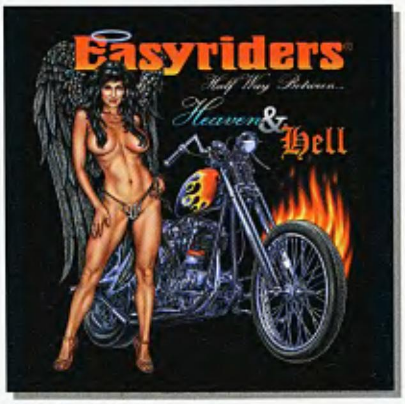
BAD EXAMPLE
8945 Sizes MD, LG, XL, XX, XXX

WOLF EYES
8576 Sizes MD, LG, XL, XX, XXX

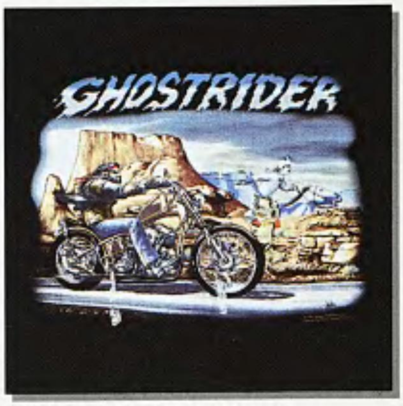


DOESN'T PLAY WELL *New!*
8122 Sizes MD, LG, XL, XX, XXX

BROWN WOLF *New!*
8182 Sizes MD, LG, XL, XX, XXX



HEAVEN AND HELL
8943 Sizes MD, LG, XL, XX, XXX



DAVID MANN - GHOSTRIDER
8580 Sizes MD, LG, XL, XX, XXX

UNLESS OTHERWISE NOTED,
PRICING IS AS FOLLOWS:

MD, LG, XL T-shirts are $18.95 ea.
XX are $21.95 ea.
XXX (when available) are $24.95 ea.

A.

A. Hawaiian Shirt

A motorcycle Hawaiian print shirt, what will they think of next? "Where can I get one?" was the comment when we road-tested this shirt. It is made of 100% cotton and has an open pocket on the left chest.

7305 Sizes MD, LG, XL $49.95
XX, XXX $52.95

B.

B. EAGLE & SNAKE

The lightning bolt image is on the front and back of this electrifying shirt.

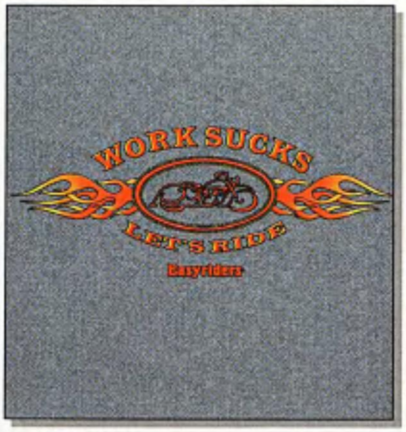
8721 Sizes LG, XL, XX, XXX $22.95

C.

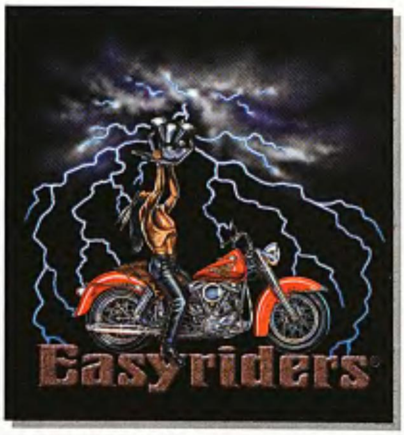
C. Embroidered Easyriders Hat

This hat features a velcro, adjustable closure in the back and extensive detail on the brim.

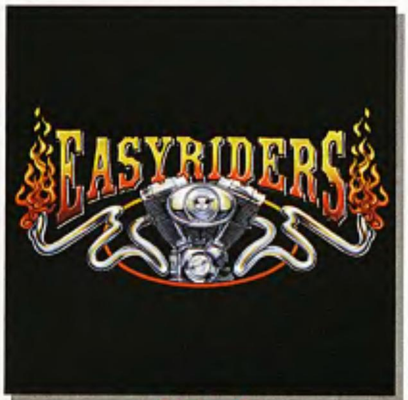
300408 $19.95



WORK SUCKS
8947 Sizes MD, LG, XL, XX, XXX



LIGHTNING INDIAN
8950 Sizes MD, LG, XL, XX, XXX

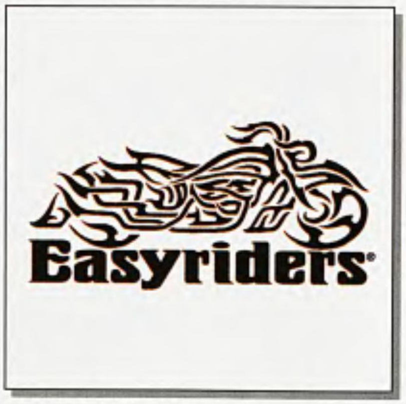


FLAME PIPES *New!*
8329 Sizes MD, LG, XL, XX, XXX

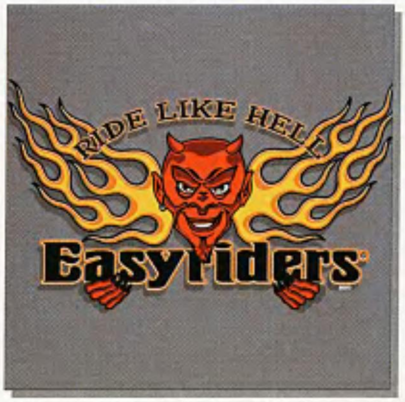
HARD CORE
8944 Sizes MD, LG, XL, XX, XXX

PIN SKULL
8372 Sizes MD, LG, XL, XX, XXX

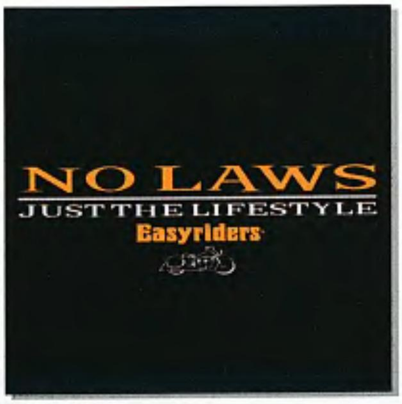
EASYRIDERS WIZARD *New!*
8149 Sizes MD, LG, XL, XX, XXX



GOTHIC BIKE (white shirt)
8919 Sizes MD, LG, XL, XX, XXX

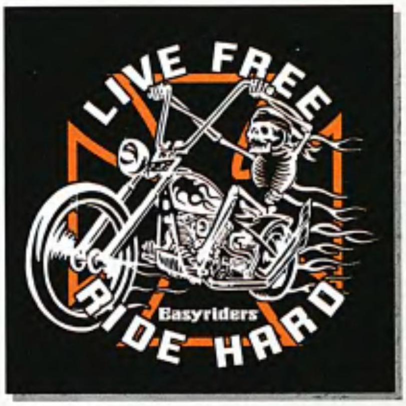


RIDE LIKE HELL (On gray shirt)
8923 Sizes MD, LG, XL, XX, XXX



NO LAWS
8519 Sizes MD, LG, XL, XX, XXX

WINGED CROSS
8946 Sizes MD, LG, XL, XX, XXX

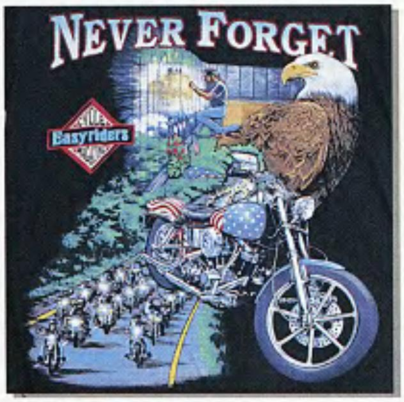


LIVE FREE
8920 Sizes MD, LG, XL, XX, XXX

SPROCKET EAGLE
8283 Sizes MD, LG, XL, XX, XXX

TWIN EAGLES
8941 Sizes MD, LG, XL, XX, XXX

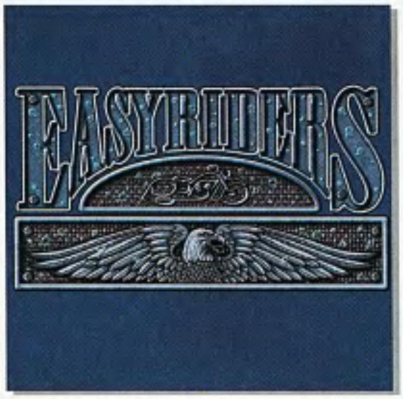
SKULL DRAGON *New!*
8281 Sizes MD, LG, XL, XX, XXX



VIETNAM VET
8715 Sizes MD, LG, XL, XX, XXX

BLUE FLAME GIRL *New!*
8268 Sizes MD, LG, XL, XX, XXX

BIG LEAGUE
8917 Sizes MD, LG, XL, XX, XXX



WET METAL (On slate blue shirt)
8514 Sizes MD, LG, XL, XX, XXX

QUALITY BRAND (On white shirt)
8926 Sizes MD, LG, XL, XX, XXX

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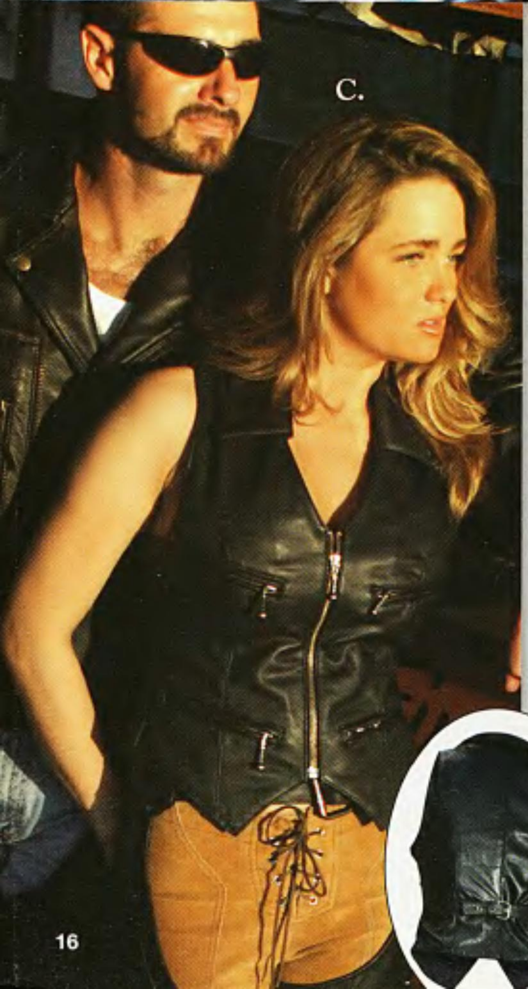
A.

New!

B.

Belt sold on page 29.



C.

A. Suede Triangle Halter
Here is a flashback that will bring the future to you. This retro top is made of black suede with a subtle embroidered trim. Its thin ties at the neck and back make it sexy and easy to slip out of. One size fits most.
212008 $24.95

B. Peek-A-Boo Mesh Top
These very sexy tops have slits filled with a black mesh panel to show off just enough. Sized from Small to XX Large, for all those sexy ladies out there and are available in long sleeve or tank style.

Sizes	SM, MD, LG, XL	XX
Long Sleeve	2062 Black $34.95	$36.95
Tank	2063 Black $28.95	$30.95

C. Glamour Vest
Soft, lined, black leather vest has an adjustable back strap, four zipper pockets and a zipper front. Fits great!
5520 Sizes SM, MD, LG, XL $109.00

D. V-Back Tops
Simple and understated, these polyester and Spandex tops can move from the motorcycle to the boardroom with ease. It won't matter if you wear them with a dressy long skirt under a suit jacket or alone with a pair of jeans. The black one is made of crinkled material so you never have to worry when you pack it. These are classy and just a bit sexy as well. Available in three colors.
4051 Black • 4050 Silver
4052 Animal
Sizes SM, MD, LG, XL $34.95

E. Long Sleeve Stud Shirt
This Cotton/Spandex top completes its sexy look with a U shape neck and studs, lots of studs. Hugs your body to accentuate your curves.
1200 Black • 1201 White
Sizes SM, MD, LG, XL 39.95

D.

MICROFIBER LADIES TOPS

This is the hottest new material to come along in a long time. Softer and smoother than you'd expect. It moves with you as it clings to the contours of your body and it's wrinkle resistant. For added drama you can't ignore the plunging necklines. That sure kicks your wardrobe up a notch or two.

F. Microfiber Long Sleeve Classic V-Neck

2080 Red • 2079 Black • 2081 Buff
Sizes SM, MD, LG, XL $29.95 • XX $33.95

G. Microfiber Classic V-Neck Tank

2077 Red • 2076 Black • 2078 Buff
Sizes SM, MD, LG, XL $25.95 • XX $29.95

H. Studded Round Neck

This top has a great contoured cut that doesn't expose anything but your curves. Its perfect for those hot summer days and evenings.
T2008 Red • 1195 Black
Sizes SM, MD, LG, XL $24.95

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Fax: (800) 523-8301 or (818) 889-4726
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A. The Daisey Duke Tank

This sexy little tank may be a "hazard". It's made of a very contour fitting sweater knit in 100% cotton fabric. Color is natural to match everything.
2093 Natural
Sizes SM, MD, LG, XL $27.95

B. SNAP TOPS

You may have a hard time deciding which color you can't live without. These tops have four tiny baby snaps in front and are made of easy care 100% cotton with an exquisite embroidered wing design.

Sizes SM, MD, LG, XL

2002 Black Tank	$22.95
2003 Turquoise Tank	$22.95
2004 Purple Tank	$22.95
1115 Black Long Sleeve	$26.95
1116 Turquoise Long Sleeve	$26.95
1117 Purple Long Sleeve	$26.95

C. Long Sleeve Li'l Devil

A new addition to the line. This long sleeve top has a little embroidered devil on the chest to keep things warmed up.
2039 Sizes SM, MD, LG, XL $28.95
XXL $29.95

D. Animal Print Glamour Vest

Styled after our ever-popular soft black leather glamour vest (page 16), this vest is made of rugged leather with a leopard-skin look.
5575 Sizes SM, MD, LG, XL $69.00

D.

Easyriders Zipper Pull

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726
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E. The Red Hot Tank

This tank is "on fire" and you will be too once you add your own curves.
2066 Sizes SM, MD, LG, XL $29.95
XX $31.95

F. Leather Side Lace-Up Tank

This leather trim tank is straight out of Santa Fe. It features colorful front print with rawhide lace-up sides and 100% cotton fabric. It's just the thing for riding off into the sunset. Available in two colors.
1157 Natural • 1156 Black
Sizes SM, MD, LG, XL $23.95

G. Beaded Flower Halter

Something really special that can go from casual to nightlife and look great at both. Hand beaded with see through mesh. Ties at neck and back. Color is black and brown.
2099 Sizes SM, MD, LG $38.95

H. Four Feather Sueded Halter

A little extra something to flirt with. Feathers that hang in a soft line to accent your front and to tickle his fancy.
2056 Sizes SM/MD, LG/XL $28.95

I. White Feather Tank

Cut low to make the most of what you've got. Well, they say a picture's worth a thousand words. In any case it will leave them speechless.
2052 Sizes SM, MD, LG, XL $29.95

A.

B.

C.
New!

D
New!

A. Studded Plunging V-Neck

Add a little flash to your top. Here is a very sexy top with an added accent along the neck to direct their eyes just where you want them.
T2007 Black • 1196 Red
Sizes SM, MD, LG, XL $24.95

B. Studded Plunging 3/4 Sleeve

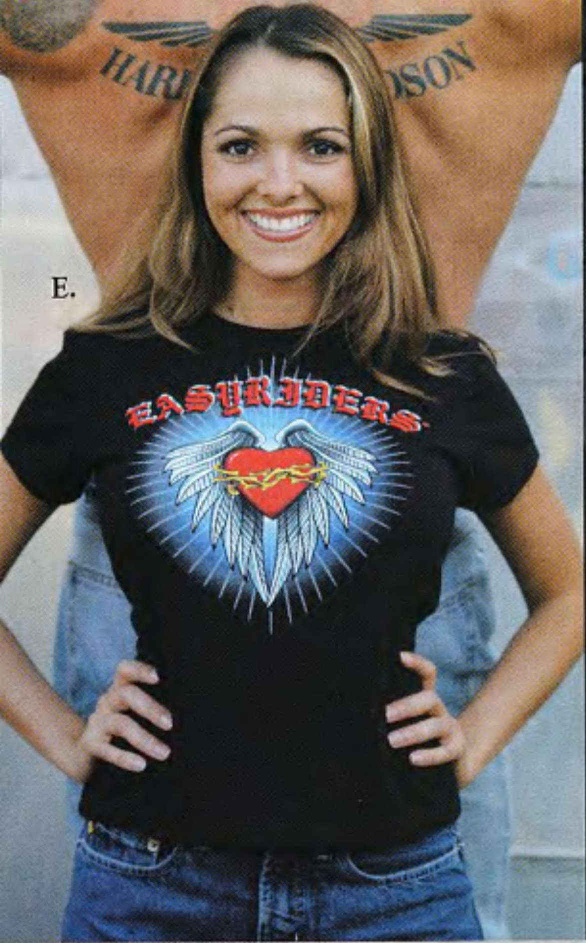
Go ahead and take the plunge. This 3/4 length sleeve top ads a lean and graceful illusion while drawing attention to your most feminine assets. Stand back and accept the compliments.
1144 Red • 1143 Black
Sizes SM, MD, LG, XL $28.95

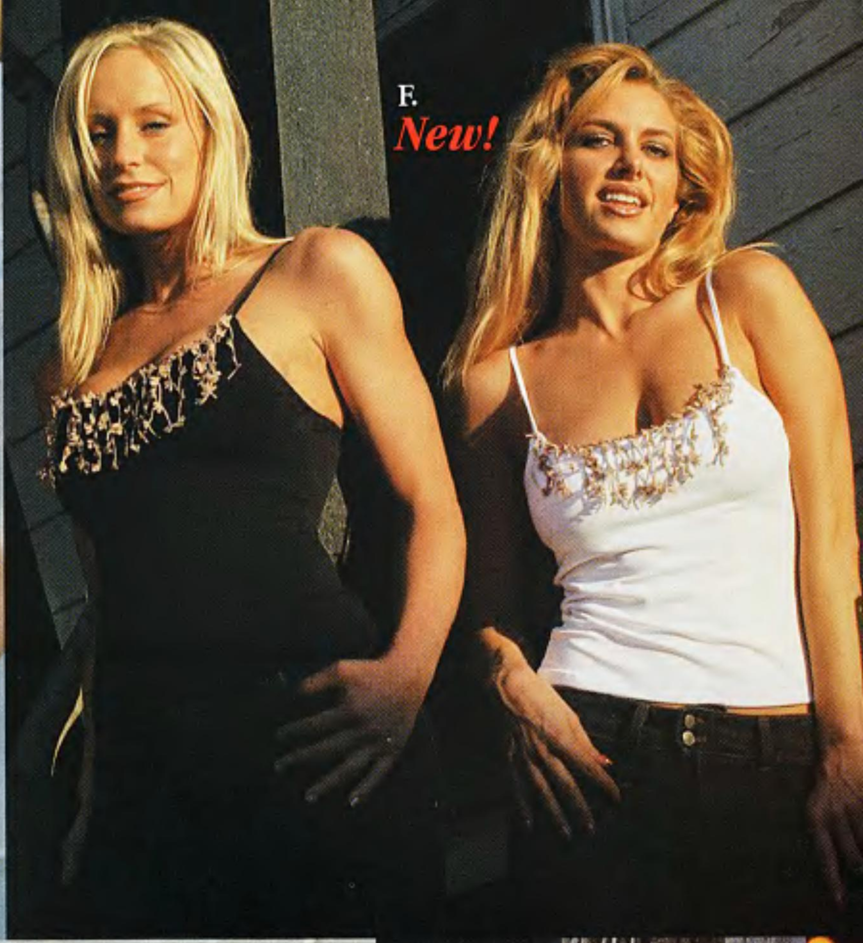
C. Flame Glitter Top

This very shimmery top is a fashion experience you must wear. The light captures it in any room and the small key hole adds drama. Dust on a little of your own body glitter or shimmering powder and you will simply glow!
2072 Red/Black
Sizes SM, MD, LG, XL $34.95 • XX $36.95

D. Temptation Top

With a patchwork black faux leather design this tempting little top will gain their attention from the minute you ride in. It also stretches to snugly fit your body.
2057 Sizes SM, MD, LG, XL, XX $34.00





E. Spandex Crew Neck

Break some rules and some hearts in this super stretchy crew neck tee with tattoo inspired wing heart design screened on the front. Made of cotton/spandex to keep its shape and it's available in two colors.
1135 White • 1136 Black
Sizes SM, MD, LG, XL $19.95

F. Knotty Tank

It features designer fringe made of knotted ties to accentuate your neck and an *Easyriders* line bike embroidered as a center back tag. Naughty or knotty, you'll love this top.
2085 Buff (not shown) • 2084 White
2044 Black
Sizes SM, MD, LG, XL $21.95 • XX $23.95

G. The Snap Vest

You're going to love the cotton feel of this very fitted western style vest. It features five brass buttons and a very tailored shape. Available in two colors.
Black 4027 • White 4026
Sizes SM, MD, LG, XL $23.95

H. Black Lace-Up Bustier

Made of 90% cotton and 10% lycra, this ladies top would make Shakespeare fall in love. It has built-in support in just the right places. It was designed to complement a woman's body.
3857 Sizes SM, MD, LG, XL $29.95

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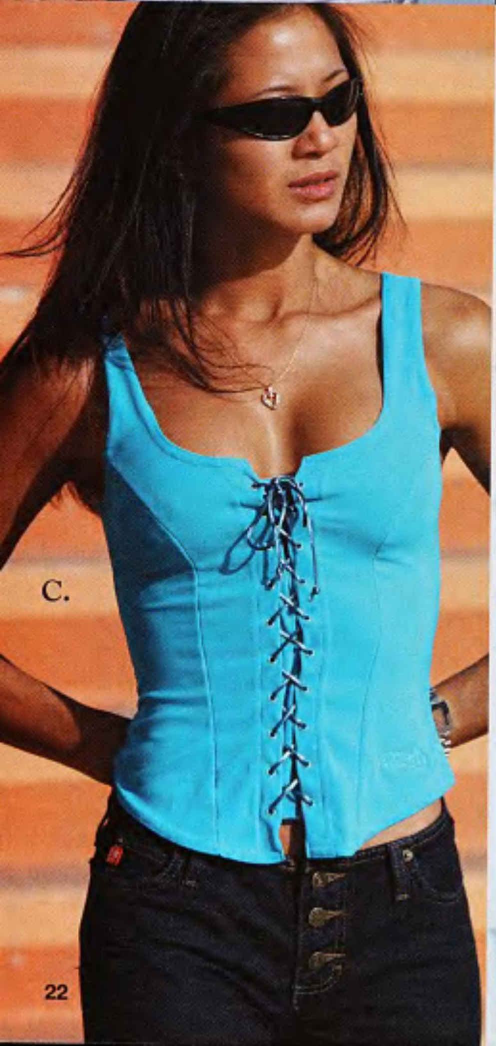
A.

New!
B.



C.

C.

D.
New!

A. Lingerie Strap Tank

This soft cotton top covers the bare necessities but shows lots of skin. Great for showing off that new belly button ring or your best tattoo. Features a unique animal pattern embroidered logo.
4032 Sizes SM, MD, LG, XL $25.95

B. Leather Shoulder Fringe

With a microfibre construction and built in support, these tops are very flattering to many figures. The leather fringe is fun to play with and looks great in the breeze.
2051 Buff • 2049 Black • 2050 White
Sizes SM, MD, LG, XL $34.95

C. 20 Eyelet Corset

Here' another one for the romantically inclined, the 20 eyelet corset is very contoured, stretchy and easily adjustable. Those old gals sure knew how to accent their figures.
1171 Black • 1182 Teal
Not shown 1172 Taupe • 1173 Red
Sizes SM, MD, LG, XL $38.95

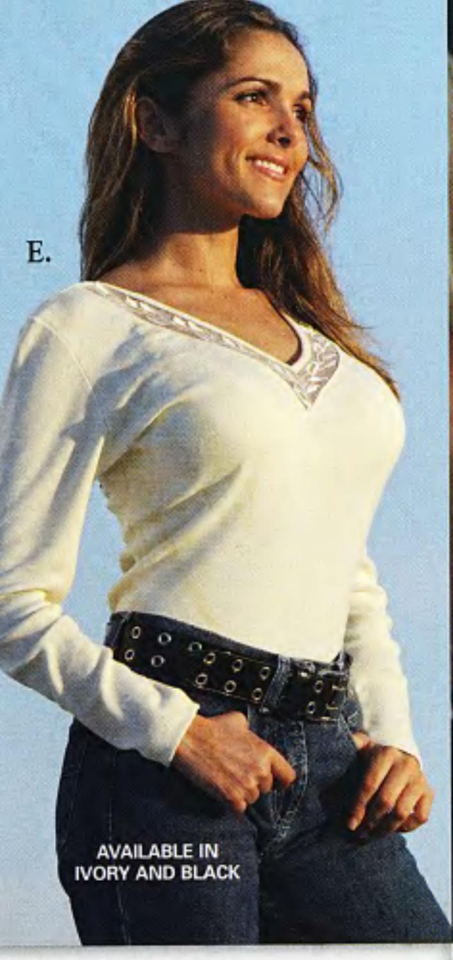
D. The V-Waist Shorts

These cute little shorts stretch for a smooth comfortable fit. They are great matched with the Eyelet Corset (sold separately).
1174 Sizes SM, MD, LG, XL $26.95

E. Satin Lace Tops

Sugar and spice and everything nice, that's what this style is made of. It's sophisticated and feminine and features a discreet embroidered logo. Available in three styles.
Sizes SM, MD, LG, XL.

Long Sleeve	1109 Ivory • 1110 Black	$26.95
Short Sleeve	1107 Ivory • 1108 Black	$24.95
Sleeveless	1105 Ivory • 1106 Black	$21.95



F. Tie Me Up Tank

Lace it anyway you like, discreetly or not, it will serve you well. The comfortable fabric and adjustable features of this top make wearing it a dream.
2047 Camel • 2048 Black
Sizes SM, MD, LG, XL $28.95 • XX $30.95

THE RETRO COLLECTION

This collection borrows its styling from the 60's and 70's. Combining sueded fabrics, microfibre and even a beaded mesh to create an exciting look. What once was old is new again!

G. Bell Sleeve Paisley

This shirt starts with form fitting fabric and is complimented by a key hole front tie, Microfiber, unique beaded imprint design and flowing bell sleeves. Move over Austin.
2087 Sizes SM, MD, LG, XL $35.95

H. Embellished Sueded Fringe

Here is a top that has the feel of suede with none of the hassles. The scalloped neck includes the unique beaded imprint design and sexy tie-up sides.
2092 Sizes SM, MD, LG, XL $33.95

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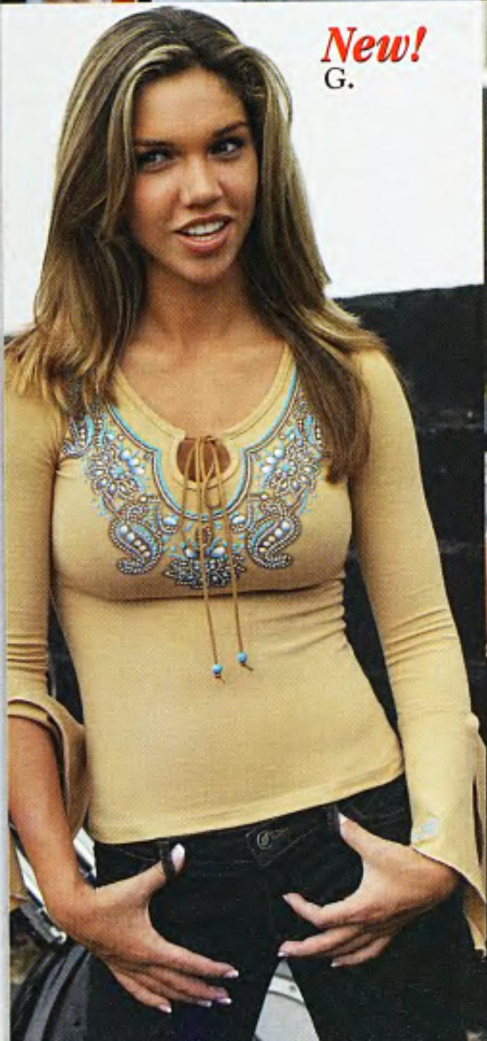
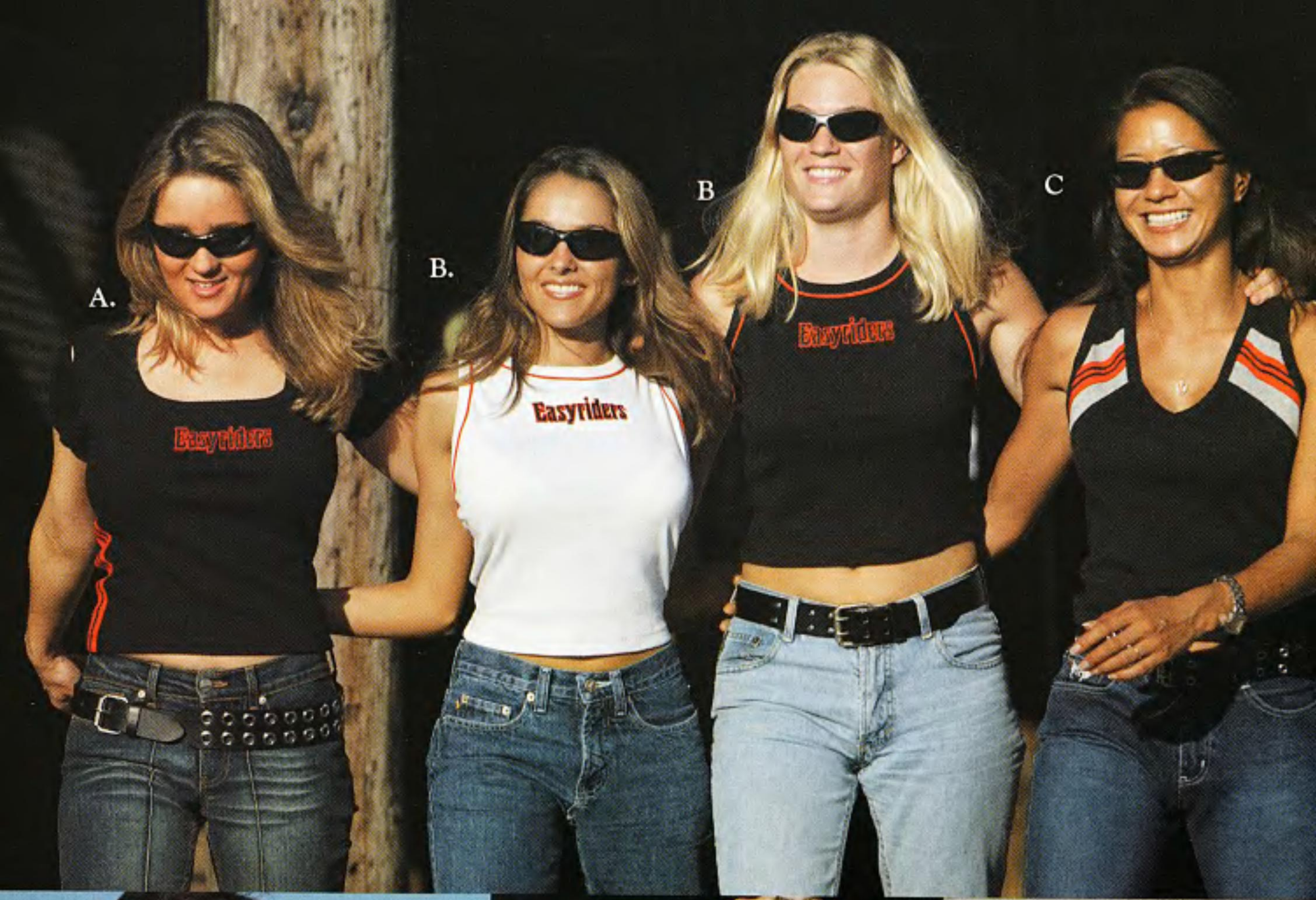




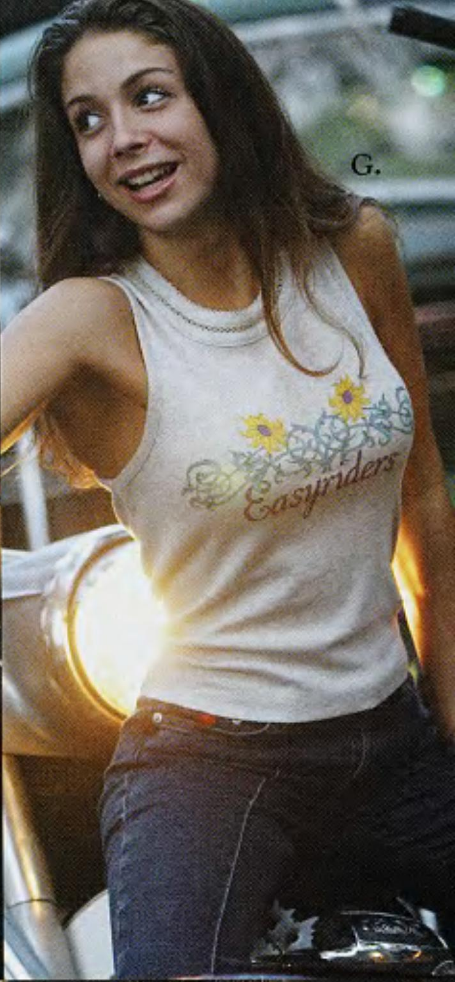
A. Black Short Sleeve w/Stripes
Here's an attractive shirt made of 100% cotton rib knit with an added racing stipe down the side and an embroidered *Easyriders* logo.
1141 Sizes SM, MD, LG, XL $28.95

B. Red Trim Crop Top
This attractive crop top is also made of 100% cotton rib knit fabric and features an embroidered *Easyriders* logo. The red trim adds just the right amount of color. Available in black or white.
1183 White • 1140 Black
Sizes SM, MD, LG, XL $24.95

C. V-Neck w/Angle Stripes
This very attractive shirt has all the angles. From the v-neck to the angled racing stripes, this shirt has a unique look. It's just different enough to make you stand out in the crowd.
1142 Sizes SM, MD, LG, XL $20.95

D. Long Sleeve Hook & Loop
There is something very sexy about the old fashioned hook and loop closures. Although it may take a little extra time buttoning them up the real fun is in getting someone to help take them off. Added to the 100% cotton is the colorful embroidered logo.
1152 Black • 1153 Fuchsia • 1155 Purple
1154 Ivory
Sizes SM, MD, LG, XL $26.95

E. Pure Platinum Classic
Made of wrinkle resistant Carasel® this



cross grained weave shirt is something you must see to believe. It's bound to become an instant classic for you as well.
2095 Sizes SM, MD, LG, XL $58.95
XX $60.95 • XXX $62.95

F. Lace-Up Sleeve

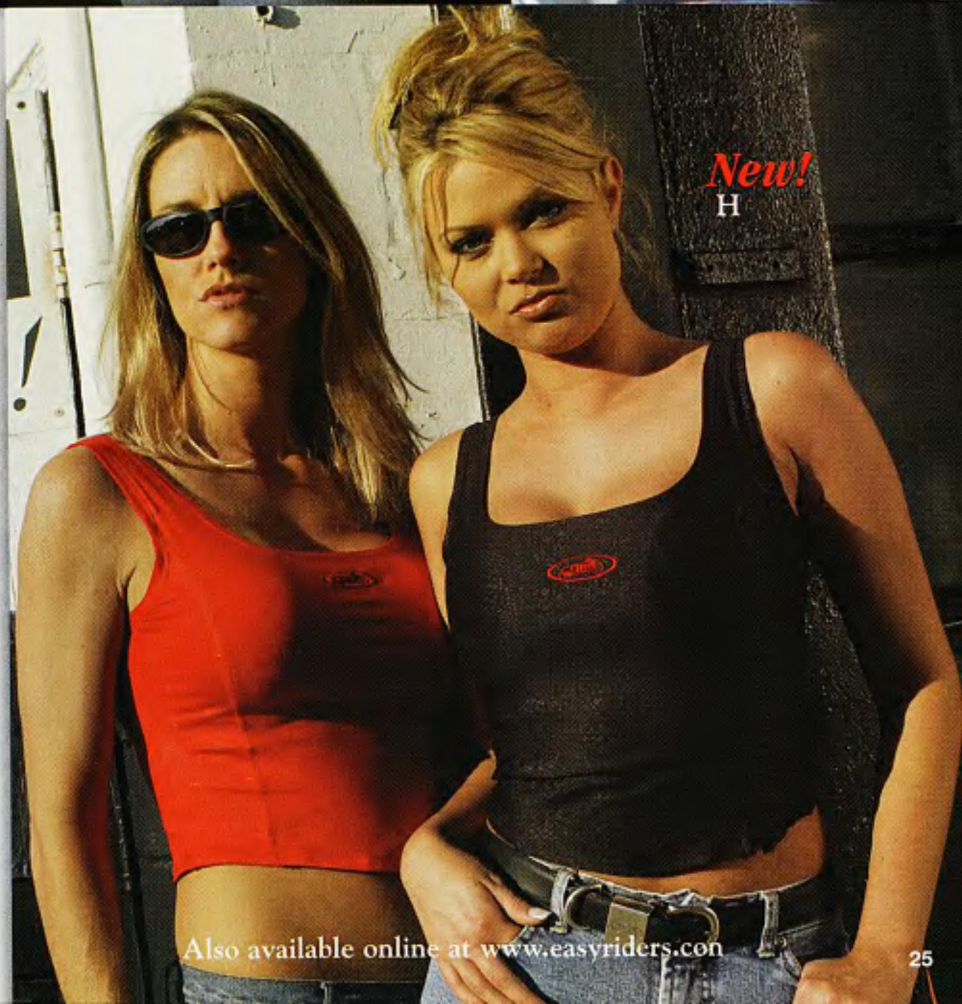
If any top looked great on every lady this would be it. It just seems to compliment everyone. It has the ability to smooth out the edges and the attractive embroidered design make it a winner. What ever shape you are, this top is for you.
2067 Orange • 2068 Olive • 2069 Black
Sizes SM, MD, LG, XL $29.95
XX $31.95

G. Crochet Neck Tank

This tank is a breath of fresh air. Featuring a delicate crochet-look neckline and a sunflower design screened on the front. Available in two colors.
1121 Oatmeal • 1122 Black
Sizes SM, MD, LG, XL $19.95

H. Snake Skin Spandex Tank

You'll love the feel and unique snakeskin texture. Show off your summer shape!
1148 Red • 11147 Black
Sizes SM, MD, LG, XL $21.95
(Belt sold on page 29)



A.

B.

C.

A. Ribbon Lace Tops

Soft, sweet and romantic, would be the best way to describe these ladies tops. They are made from lightweight cotton with delicate ribbon lacing at the bustline adding a romantic flair and sexy look. Available in two colors and two styles.

Sizes SM, MD, LG, XL

Long Sleeve	1103 Ivory • 1100 Black	$26.95
Tank	1104 Ivory • 1102 Black	$21.95

B. Lace-Up Tank

This fun top features a lightweight 100% pre-shrunk cotton top with exposed stitching. (Oh yeah, it has a sexy lace-up front.) Available in three colors.

4012 Red • 4011 Natural • 4013 Teal

Sizes SM, MD, LG, XL $19.95

C. Flaming Heart

This sweet little tank top has a touch of fire in its tattoo inspired design. Sure to get some hearts flaming it is made of 7 oz. ribbed 100% cotton and has been screened with very passionate *Easyriders* design.

4031 Flaming Heart

Sizes SM, MD, LG, XL $19.95

D. Long Sleeve Sueded Cutout

With an adjustable front that can accommodate all, this top laces across the chest and falls open to the waist. Color is chocolate brown.

2089 Sizes SM, MD, LG, XL $38.95

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E. Animal Velvet Camisole

A top with animal magnetisim? Yes this sueded grommeted strap and tie up v-neck will make them purr.
2060 Sizes SM, MD, LG, XL $43.95
XX $45.95

F. Sueded Cutout Spaghetti Tank

With a tie up front this sueded top has a laser cut design that adds an elegant design features to the bottom edge.
2090 Sizes SM, MD, LG, XL $31.95
XX $33.95

G. Scroll Lace Tank

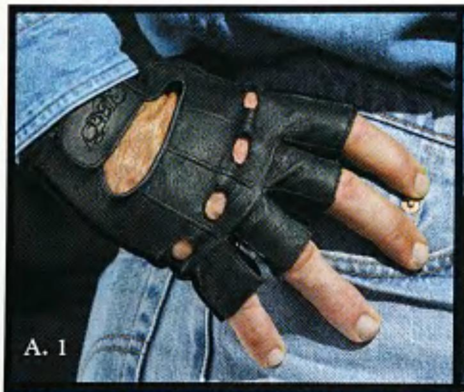
Pretty isn't it? This 100% ribbed cotton is as comfortable as it is attractive. The scroll lace and the tone on tone embroidery draw attention while not giving too much time away. It also features a unique handkerchief bottom and is available in four colors.
1164 Black • 1167 White
Not shown 1166 Purple • 1165 Fushia
Sizes SM, MD, LG, XL $21.95

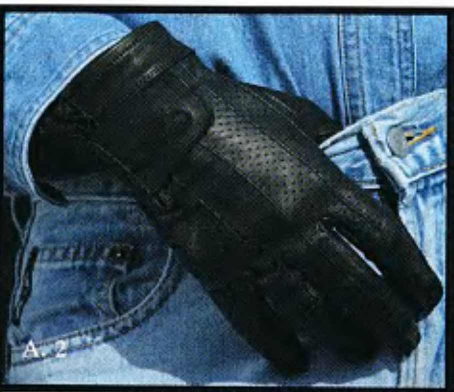
H. Stretch Denim Corset

This top has a high tech denim fabric that molds to your body so you get the look of denim and the feel of Lycra. With twenty eyelets you can adjust this top for a custom fit.
1176 Sizes SM, MD, LG, XL $45.95

I. Stretch Denim Shorts

Show off those great legs in these stretch denim shorts with a front zipper and single button closure. A perfect match with the Stretch Denim Bustier (sold separately).
1178 Sizes SM, MD, LG, XL $35.95





A. Mens & Ladies Gel Gloves

These gloves incorporate the latest in padded glove technology. Designed to provide greater riding comfort, the gel gloves have a padding that makes your grip soft and much less stressful on your muscles. Comfort, warmth, and grip are what these gloves are all about.

1. 2290 Fingerless Glove
Sizes XXS, XS, SM, MD, LG, XL, XX $30.00

2. 2287 Perforated Gel Glove
Sizes SM, MD, LG, XL, XX $55.00

3. 2289 Ladies Gel Glove
Sizes XS, SM, MD, LG, XL, XX $55.00

4. 2288 Ladies Perforated Gel Glove
Sizes SM, MD, LG, XL $55.00

B.

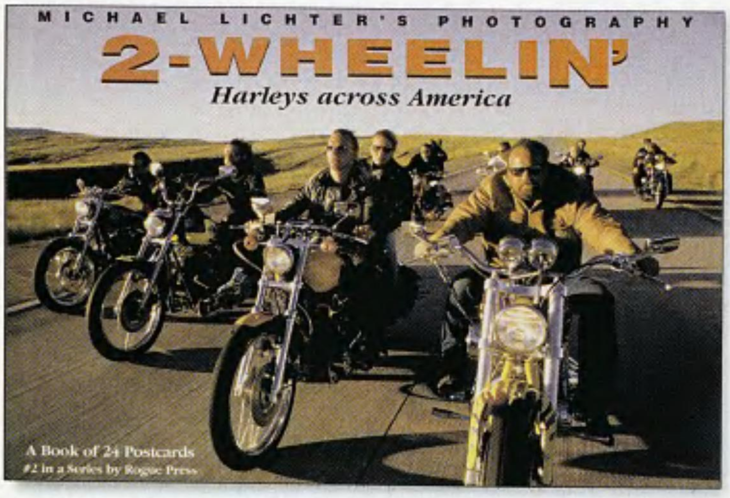
B. Mens and Womens Logger Boots

Rugged as they come with full grain leather uppers, heavy-duty oil-resistant Vibram soles and hand-crafted with Goodyear Welt construction. Pass them down to your grandkids.

2525 Mens $110.00
Sizes 7, 7½, 8, 8½, 9, 9½, 10, 10½, 11, 11½, 12, 13

2526 Womens $89.00
Sizes 5, 5½, 6, 6½, 7, 7½, 8, 8½, 9, 10

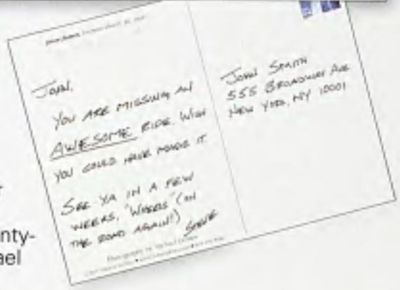
B.
Ladies



C. Michael Lichter's Photography/Postcard Book

Cards are about 3¾" x 7"

New!



C. Michael Lichter's Photography/Postcard Book

Michael Lichter has been photographing Harley-Davidsons and the biker lifestyle for *Easyriders* for more than twenty years. As well his photographs have illustrated more than 50 covers and 700 articles on the subject and have been exhibited in galleries and museums. This book includes twenty-four beautifully printed, postcards, most of which have been shown in recent exhibitions by Michael entitled "Biker Generation". Many of Michael's more memorable images like "Harley Back Piece", "Busted in Daytona" and "Dedicated" are included in this collection.
It is ideal to keep as a small photo book or to remove the cards to send to friends.
Dimensions: 3.75" x 7". Get your copy today! 060305 $9.95

EASYRIDERS BELTS

This collection of belts is stylish and durable. Most feature attractive silver tone buckles with high quality leather. We are proud to have the *Easyriders* name on this great line of mens and ladies belts.

D. Mens Embossed Belt
2351 $39.00
Sizes 28", 30", 32", 34", 36", 40", 44"

E. Military Belt with Bottle Opener Buckle (Unisex)
6013 Sizes MD, LG $24.00

F. Easyriders Signature Buckle Belt
6011 Mens $40.00
Sizes 34", 36", 38", 40", 42", 44", 46" 48", 50"

6006 Ladies $35.00
Sizes 26", 28", 30", 32", 34", 36", 38", 40"

G. Easyriders Signature Braid Belt
6012 Mens $39.00
Sizes 34", 36", 38", 40", 42", 44", 46" 48", 50"

6007 Ladies $39.00 (1" braided leather.)
Sizes 26", 28", 30", 32", 34", 36", 38", 40"

H. Ladies Leopard Leather Belt
This attractive ladies belt features one inch tapered leather with Leopard overlay, edge rivets and silver tone buckle set.
6010 $59.00
Sizes 26", 28", 30", 32", 34", 36", 38", 40"

I. Ladies Bone & Bead Belt
This ladies belt has an expensive look of hand made bone beads mixed with silver tone beads and the *Easyriders* line bike western buckle.
6009 $59.00
Sizes 26", 28", 30", 32", 34", 36", 38", 40"

J. Ladies Easyriders Medallion
Oversized medallions with brass look on brown to hug your hips.
5005 $28.00
Sizes One size fits most.

K. Ladies Easyriders Square Loop Belt
One inch dress leather with matching stitch and silver tone buckle.
6008 $35.00
Sizes 26", 28", 30", 32", 34", 36", 38", 40"

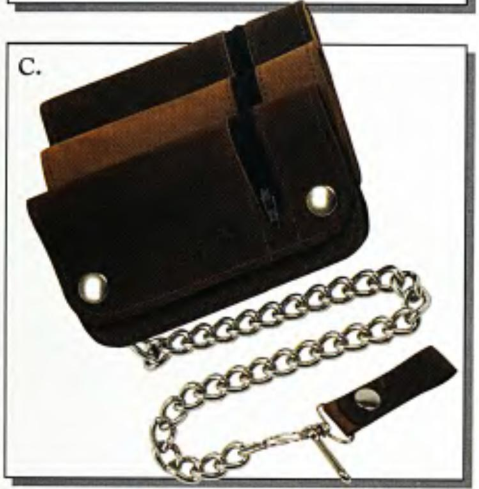
Phone:	(800) 247-6246 or
	(818) 889-8740
Fax:	(800) 523-8301 or
	(818) 889-4726

www.easyriders.com

A.

B.

C.



D.

E.

F.

G.

H.

A. Travel Sport Bag

This leather travel sport bag measures 23" x 11" x 12" and can really hold a bundle. It has a shoulder strap and handle with two zippered pockets and a double zippered center compartment.
700014 $119.00

B. Bi-Fold Wallet

These wallets are made from full-grain naturally tanned domestic hides that are drum dyed. They also feature the *Easyriders* bike logo. Colors may vary. Measures 41/2" x 31/2". Inside features plastic photo/card insert that holds 5 or 10 back to back, 4 credit card compartments, two more compartments and a larger pocket for paper money.
700062 Earth Tones $19.95

C. Zipper Biker Wallet with Chain

There's nothing like a chain to keep your wallet from wandering away from you. These wallets are made from full-grain naturally tanned domestic hides. The inside features a zipper compartment for change and a small ID or card compartment, as well as one for paper money while the outside has a zippered compartment. They are attractively drum dyed in Earth Tone hues. Colors may vary. Measures 6" long x 31/2" wide and has the *Easyriders* Bike Logo on the front.
700060 Earth Tones $19.95

D. Harley Parking Sign

Let it be known who parks in your driveway with this Harley sign.
Metal sign "Violators Will Be Shot"
150051 $29.95

E. Outback Water Bottle

This 22 oz. bottle allows the user to filter as they drink from any U.S. stream, lake or pond. Removes sediments, chlorine, lead, taste and oder. The patented filter consistently removes 99.99% of Giardia Lamblia and Cryptosporidium cysts, (that's the bad stuff) far exceeding EPA guidelines.There are no tubes, pumps or chemicals to mess with. Approximately 200 refills per filter. Easy-to-change replacement filters available. It also comes with a carrying case that easily clips to your belt.
700300 ~~$39.00~~ *Now* $11.75
700301 (Replacement filter)
~~$14.95~~ *Now* $4.65

F. Biker Wallet

Inside, this wallet has all the great features of the wallet above. It measures 6" long x 31/2" wide and has the *Easyriders* Bike Logo on the front.
700061 $24.95

G. Easyriders Bike Coffee Mug

Silk screened in red with real platinum silver.
600221 ~~$12.95~~ *Now* $8.95

H. Retractable Keychain

This heavy duty keychain has a heavy duty metal clip on the back to hang on your belt. The metal chain retracts into a polished nickel case with an *Easyriders* logo.
300159 $11.95

I Bull Denim Melton
You can wear it anyway you want to and still look good. The black heavy (bull) denim is light and durable. Made in the U.S.A.
3001 Sizes SM/MD, LG/XL $24.95

J. Flame Gothic
Heat things up with this full gothic embroidered cap. Made in the U.S.A.
300419 $19.95

K. The Shred
Wrapped in embroidery, this cap features a design on front and one side. Made in the U.S.A.
300410 $19.95

L. Beanie Cap
This comfortable canvas cap has an old time rugged look and has a tight fit that's just right.
3064 Sizes SM/MD, LG/XL $19.95

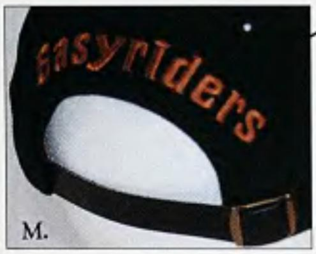
M. Metal Stud & Suede Cap
This hat is made of 80% Acrylic and 20% Wool and features a metal oval logo. It has additional embroidery on the back (see inset) and an adjustable snap/buckle back.
300403 $19.95

N. White Logo Embroidered Cap
This richly embroidered six panel cap has an adjustable velcro closure and is made of 100% cotton. It also has an adjustable snap/buckle back.
300409 $19.95

N. White Logo Embroidered Cap
This richly embroidered six panel cap has an adjustable velcro closure and is made of 100% cotton. It also has an adjustable snap/buckle back.
300409 $19.95

O. Naked Leather Cap
Here is a timeless look crafted with soft leather and a rich embroidered *Easyriders* logo. Made in the U.S.A.
Sizes SM/MD or LG/XL
H300418 $39.95

P. Easyriders Girl Hat
This stylish cap features an embroidered patch, ponytail velcro closure and soft construction. Available in two colors.
300407 Khaki • 300406 Black $19.95



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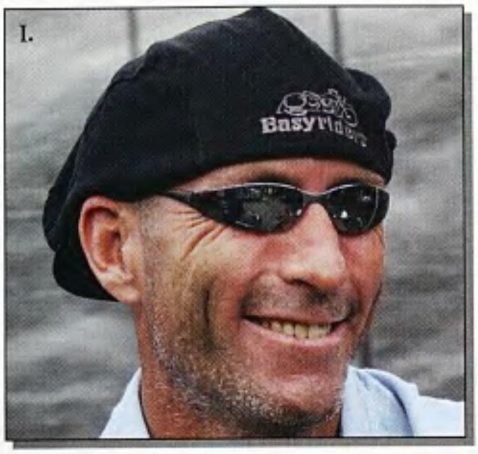
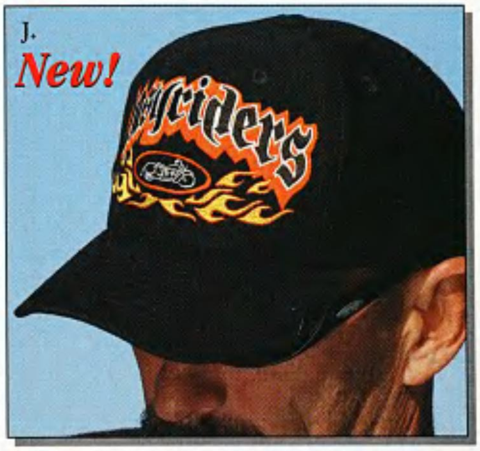
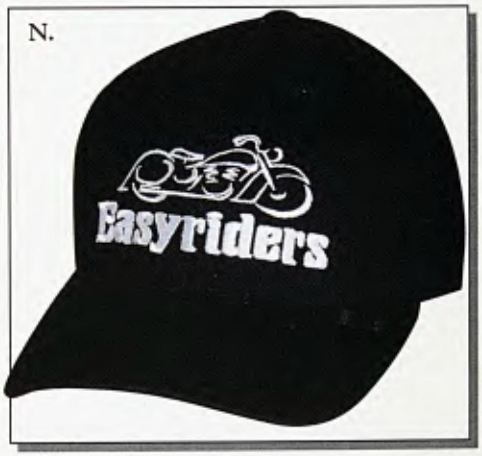
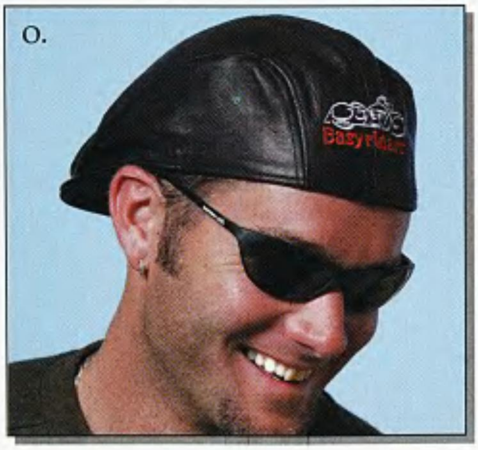
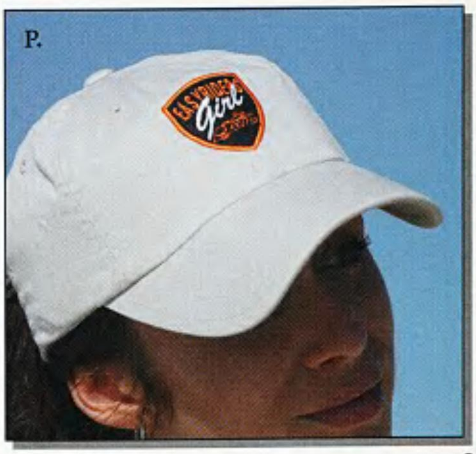










Bolo Sunglasses

These hi-tech rimless sunglasses do away with conventional ear hangers. An adjustable nylon cord keeps the countoured lenses hugging your face.
321016 Clear ~~$14.95~~ *Now* $4.95
321015 Smoke ~~$14.95~~ *Now* $4.95

Easyriders Biker Shades Were ~~$8.95~~ *Now* $2.95

321083 Purple	321085 Yellow
321084 Red	321086 Silver Mirror (not shown)

Cruiser

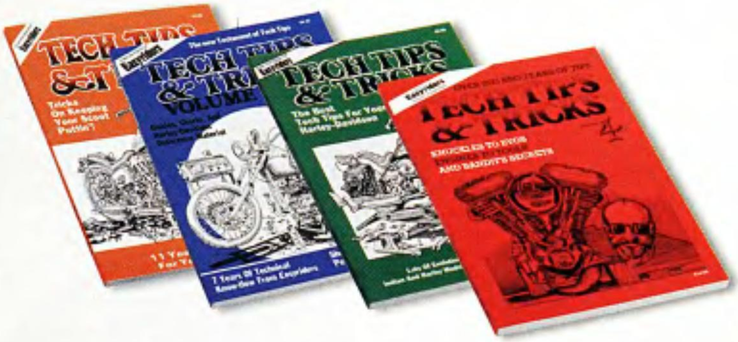
321072 Clear Lenses ~~$14.95~~ *Now* $4.95

Rimless Wrap

321081 Smoke Lenses ~~$14.95~~ *Now* $4.95

Nylon Balorama

Smoke, 321022 ~~$11.95~~ *Now* $4.95
Clear, 321023 ~~$11.95~~ *Now* $4.95



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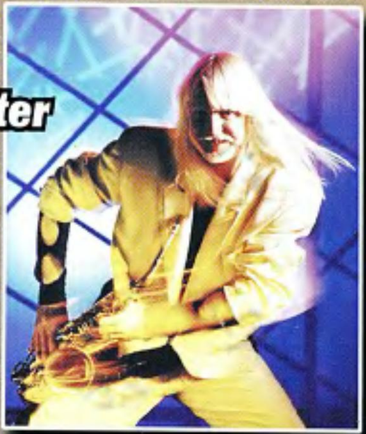

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FAIRPLEX

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Colorado Convention Center

January 18th
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January 25th
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Charlotte Convention Center

February 1st
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February 8th
Memphis, TN
Memphis Cook Convention Center

February 14th-16th
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Veterans Memorial

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